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Adventurous Railroading and Rail Hobbies—Founded 1906

September, 1977
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ONE DOLLAR

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ASSOCIATE EDITOR

MARC S. BALKIN
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MICHAEL A. EAGLESON
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SY REICH
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HARRY C. EGNER
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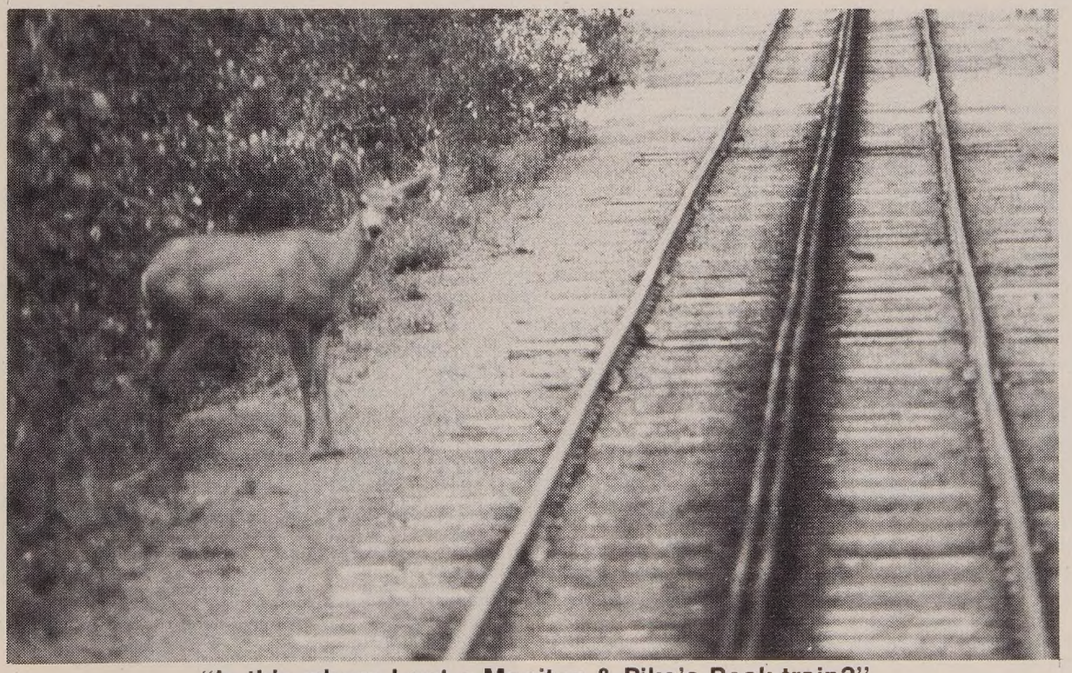
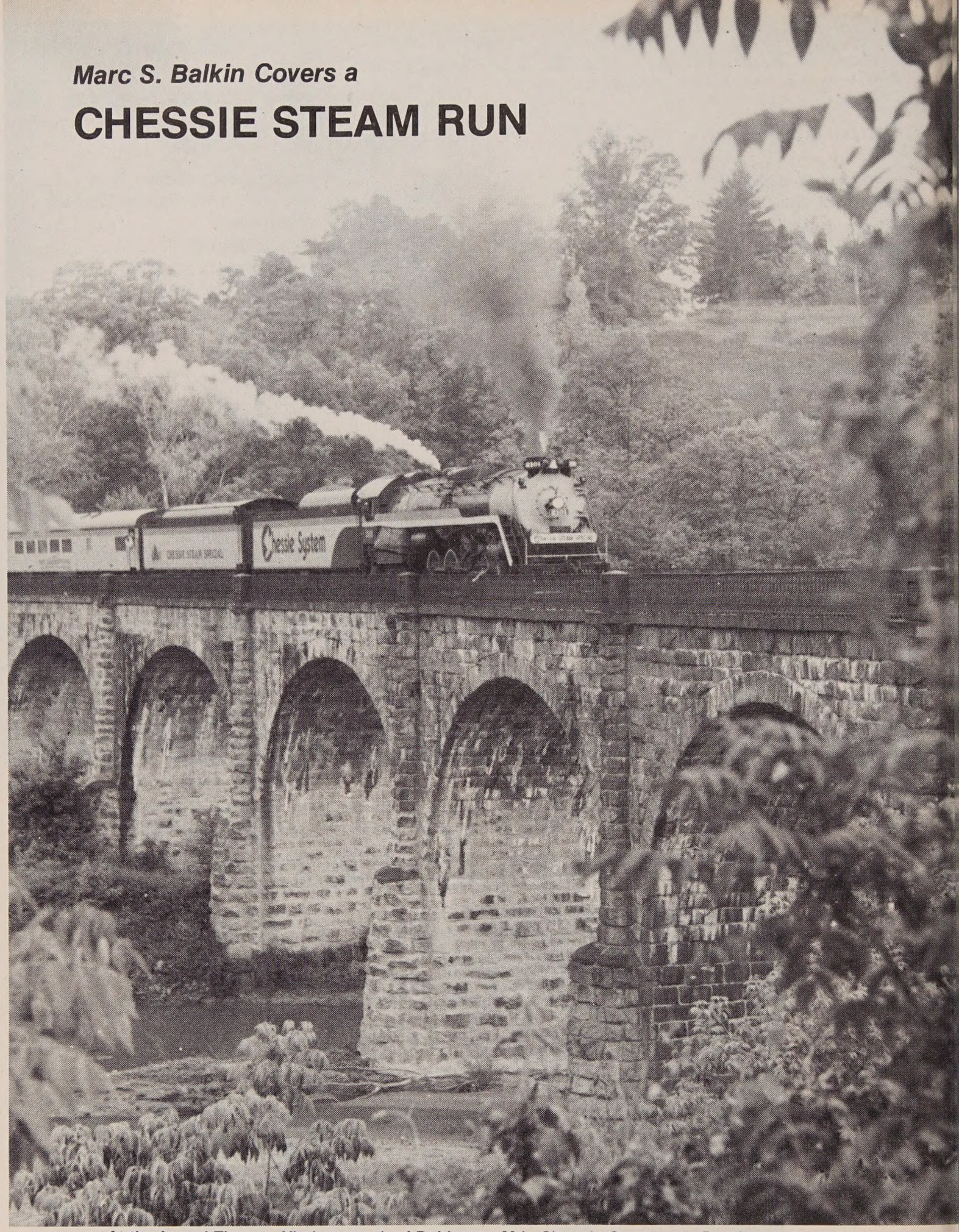


"Is this where I get a Manitou & Pike's Peak train?"
Photograph by Marc S. Balkin

Marc S. Balkin Covers a

CHESSIE STEAM RUN

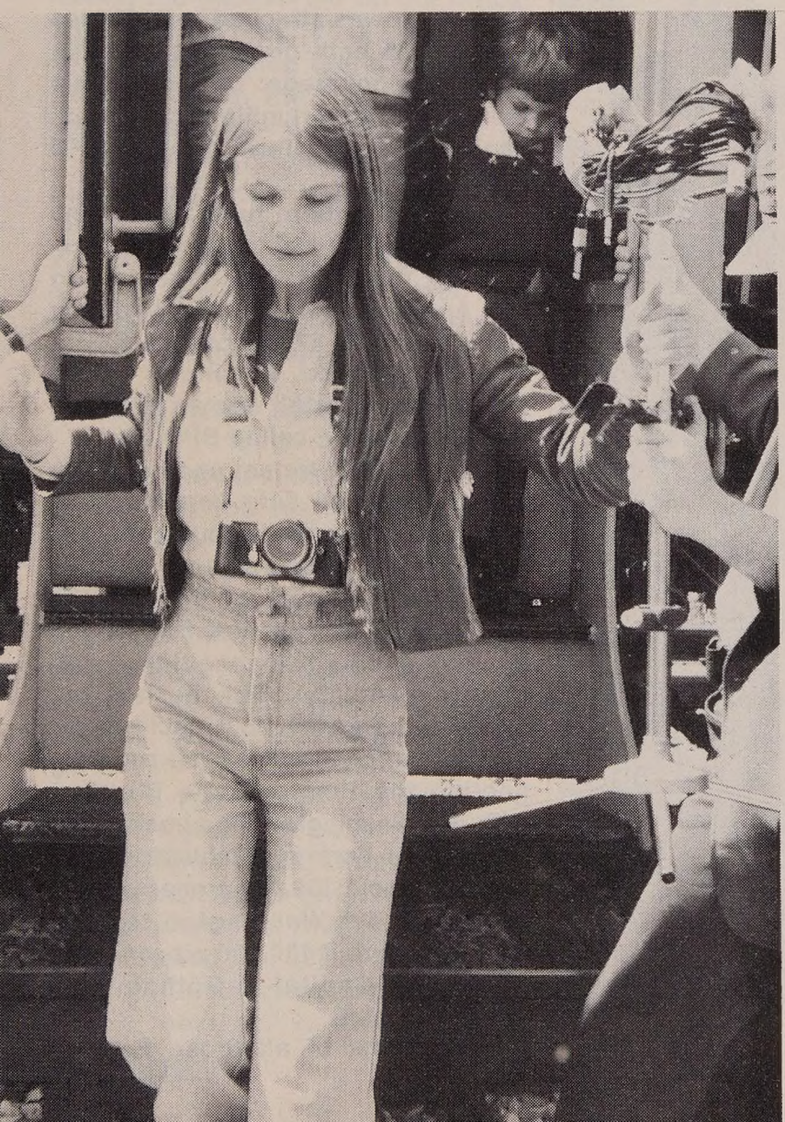


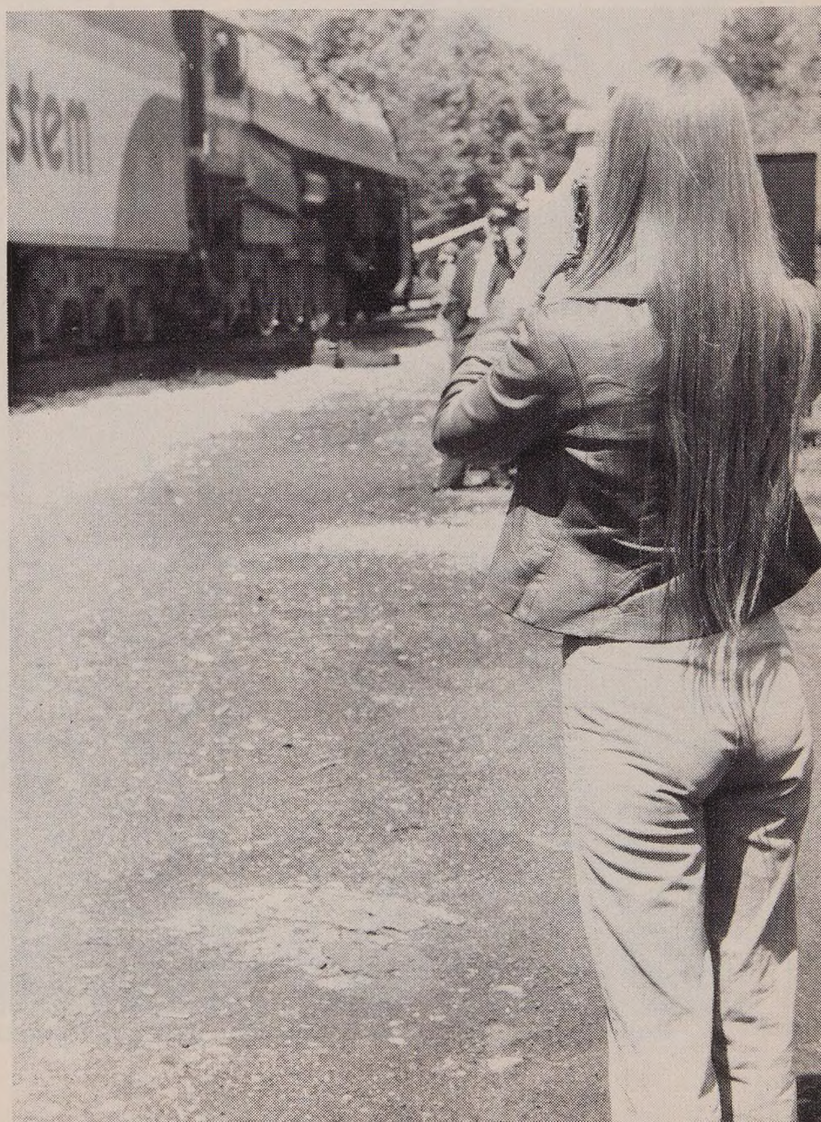
At the famed Thomas Viaduct south of Baltimore, Md., Chessie System, ex-Reading 2101, makes a beautiful portrait of big-time steam railroading while returning to Camden St. station with first run of series of excursions honoring B&O's 150th anniversary. (See page 34).

All photographs by Marc S. Balkin, 30 Jolen Dr., Hillsdale, N.J. 07642

Chessie System evidently agreed with photographer Balkin's original thought that this spot at southern end of Havre de Grace bridge in Maryland would be a good locale for camera work. They cleaned out thick overgrowth, allowing excellent view for shooting runby of train on span.

Fore and aft views of Paula Betz debarking from train and snapping photo runby last May 8th.





THE MAIL CAR

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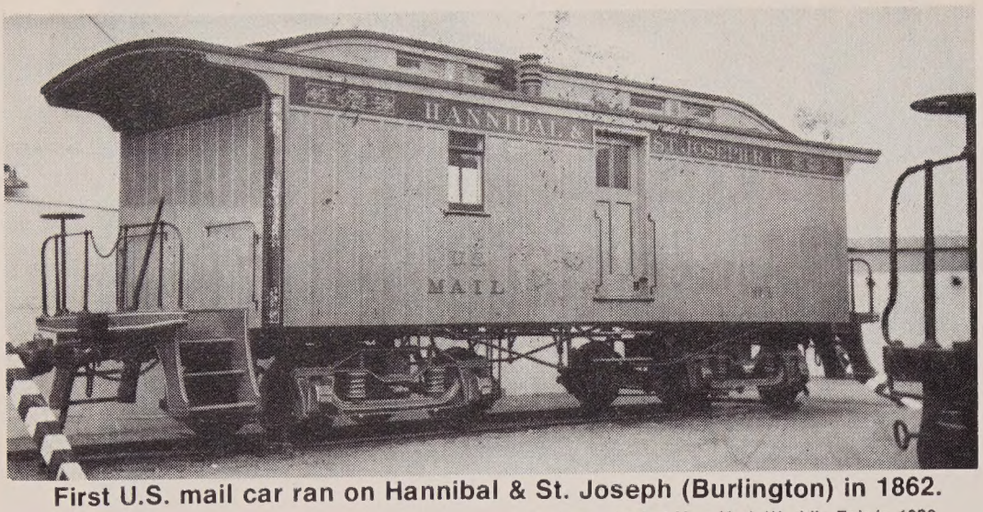
and readers meet



First U.S. mail car ran on Hannibal & St. Joseph (Burlington) in 1862.
Photographed at New York World's Fair in 1939

Railway Post Office car on the SP's *Cascade Limited*, date unknown.

FRONT COVER painting by Thomas W. Solomon, this month's *Interesting Railfan,* shows Atlantic Coast Line engine 949, train 35, taking water at Capps, Ala., on the Abbeville branch (the old Abbeville Southern) in 1930. Our back cover depicts Illinois Central Gulf engine at McClean, Illinois, photographed by Wayne Bridges, RR1, Box 282-A, Delavan, Ill. 61734.

Last RPO Car Run

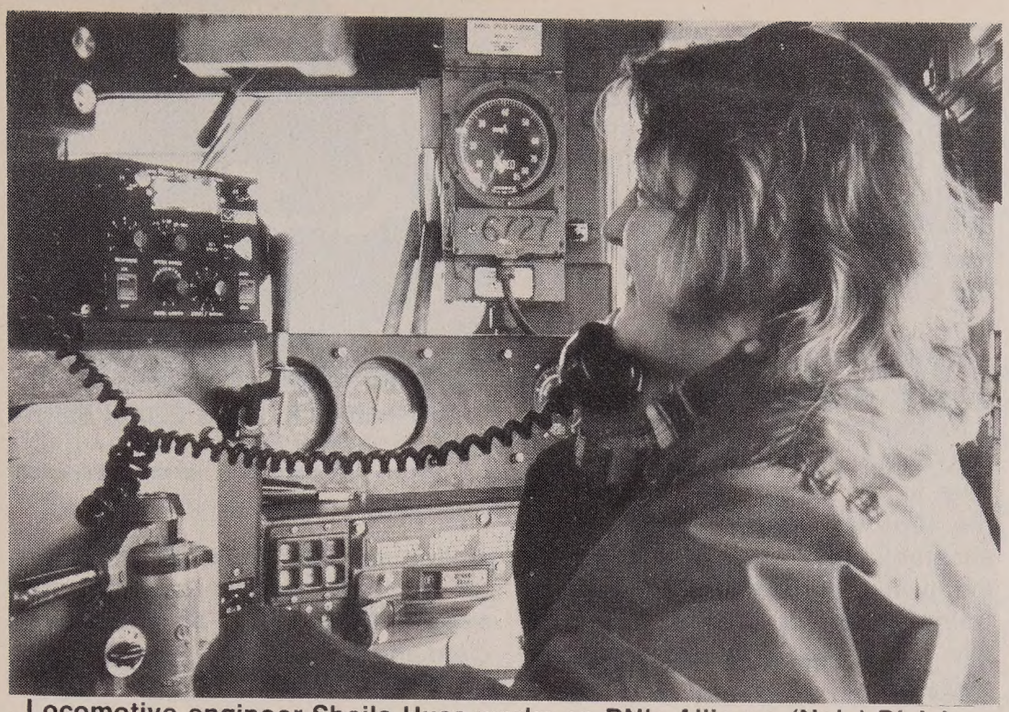
THE NATION'S final RPO car made its last run June 30th after 113 years of continuous Railway Post Office service. The run was between New York City and Washington. Ceremonies were held in New York's Penn Station and at Washington's Union Station. An additional passenger car was attached to the trains traveling in both directions to facilitate news coverage. During the trip there were opportunities for filming, photos, and interviews with the RPO crew.

Since 1972, there hasn't been any mail sorting on trains anywhere except on the New York-Washington run. And that operation involved only two trains and 67 people. In Postal Service parlance, a railroad car in which mail is sorted was an RPO and the sorters were called RPO clerks.

The two RPO trains, each consisting of four mail cars, making their final runs late in the evening, passed each other somewhere around Frankford Junction in Philadelphia about 1 A.M. on July first. Both trains are still running but without the mail-sorting operations. For the last run the Postal Service sold cachets, or envelopes, picturing a mail car connecting the Empire State Building with the Washington Monument.

The New York-to-Washington train handled about 109,000 pieces of mail daily and the Washington to New York train about 130,000 pieces. Why the larger Capital-to-Gotham volume?

"Just think of all those Federal



Locomotive engineer Sheila Huss works on BN's Alliance (Neb.) Division.

agencies in Washington," said a spokesman, "not to mention the members of Congress."

The idea of using trains to carry mail is reported to have originated in Philadelphia. In 1832, the Government paid $400 to have mail delivered by train from Philadelphia to West Chester. Forty years later someone thought of speeding up deliveries by having the mail sorted on the trains. This system reached a peak after World War II when there were 1,500 RPO routes in the U.S. employing 30,000 men and 4,000 mail cars.

In those days almost every train had its mail car. Industrious RPO clerks deftly tossed letters from canvas sacks into rows of pigeonholes stacked against the car walls. Our thanks to L.P. Cummings of Lancaster, Pa., for this history.

Engineer Sheila Huss

IT ISN'T the first time. And surely, it won't be the last. Women have been accorded their right to be among the ranks of those who run locomotives for America's railroads. But considering her personal background, the odds of another woman like Sheila Huss pursuing a full-time career as a locomotive engineer are slim. She's 27, divorced, has two young sons, and holds a fireman's status on Burlington Northern's Alliance (Neb.) Division.

The challenge is great; the responsibility enormous. And Sheila knows it. She joined Div. 622 of the Brotherhood of Locomotive Engineers, Alliance, on Dec. 1. And from her training—three weeks of rigorous study at BN's school in St. Paul, Minn., and current on-the-job instruction from Alliance veterans such as Div. 622 BLEr Gordon Golden—she's learned something all experienced engineers will attest to: "This isn't a piece of cake. It's a tough job."

Her sincere enthusiasm and earnest encouragement from many, though, have fueled her longstanding desire to earn qualification. She has paid particular attention to one man's words of wisdom—those of her grandfather, C.P. (Pete) Weinell, a 36-year member of Div. 662 who completed nearly 50 years of railroading in 1965 with BN predecessor, the Chicago, Burlington & Quincy.

"He thinks I'll make it," she says.

His advice also led to her membership in the BLE. "My grandfather just told me to join the BLE when I asked him about unions," she says. "He's a pretty sharp guy so I take him on his word. From what information I had, the BLE has been a responsible labor organization that takes the needs and problems of its members seriously. So I'm very glad I'm working under the BLE's contract. I would like to hold a Div. 622 office sometime."

With hopes of being promoted soon, she sandwiches preparing for her final exam in between working

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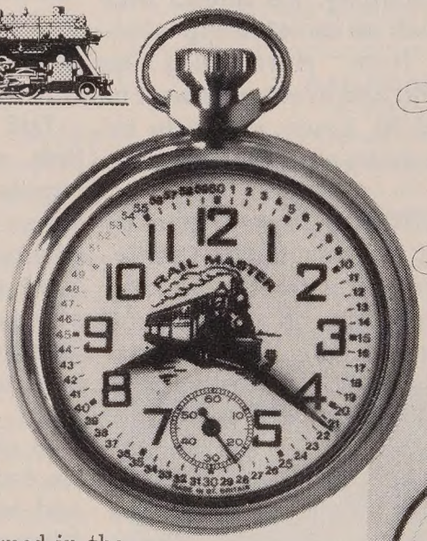

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and raising her two boys. But "with a lot of extra effort," she says she can manage both careers. Not a "women's libber," Sheila just expects an equal chance.

"The railroad has given me that chance," she says. "I'd like to show them they didn't make a bad bet by hiring a girl."—*The Locomotive Engineer.*

Our Monthly Newscast

SOUTHERN RAILWAY wants to electrify 785 miles of its line from Cincinnati to Atlanta at a cost of $170 million because of the high cost and availability of diesel fuel. Southern President L.S. Crane said he'd like to see a Federally financed demonstration project first. He pointed out that Conrail has been allocated $200 million in Federal money for electrification.

Crane estimates the cost of the Southern's proposed electrification at $170 million, including $90 million for a catenary system and $40 million for new electric locos. Although there is a growing trend toward rail electrification, he pointed out, the increase in electric rates is narrowing the gap between the cost of diesel fuel and electricity. He added that Conrail, which is considering electrification from Harrisburg to Pittsburgh, Pa. and eventually west to Chicago and St. Louis, wants to be certain it would be a profitable move.

THE RAILROADS represented by the National Railway Labor Conference have served notices, under the Railway Labor Act, on the two rail operating unions, the United Transportation Union and the Brotherhood of Locomotive Engineers, as part of the negotiations for new national agreements. The current agreements provide for amendments at any time after December 31, 1977. These notices call for changes in rules and conditions under which operating personnel do their jobs. The proposed changes would emphasize three key proposals: the size of train and yard crews, the basis on which road employees are paid, and rules governing road and yard service.

A BILL calling for the Government to take over and maintain the rights-of-way of the nation's railroads has been introduced by Sen. Edward M. Kennedy (D-Mass.) and seven other Senators. It would have the railroads pay a user fee for the use of the rails. The measure would set up a Federal Railroad Property Administration within the Department of Transportation to acquire and maintain the rights-of way. This would be on a voluntary basis, with participating railroads handling the property over to the Government.

ABEX CORPORATION will spend about $4 million to buy land and build a freight-car wheel mounting shop in Corsicana, Texas, near Dallas. Unique in the railway supply industry, the shop will supply mounted wheel assemblies on an exchange basis to the owners and operators of unit coal trains. Wheels in this service generally require replacement every second year.

FORTY-EIGHT acres of prime commercial property in Boston, Mass.—the only vacant land of its size and location near downtown—has been placed on the market by the bankrupt Penn Central trustees for $6 million. The land, three parcels of non-operational rail properties, is in South Boston fronting on Northern Avenue and Summer Street. The sale is part of a reorganization plan which has already raised about $100 million and this year projects an additional $150 million.

THE LAST TRAIN from Wakefield, Neb., pulled out of the depot while a female quartet sang "I've Been Working on the Railroad." It was the end of 96 years of rail service to this town of 1,160. Several hundred persons were at the depot when a Chicago & North Western engine with a caboose behind pulled away with its whistle blaring.

"I can remember years ago when we had six passenger trains a day and two or three freight trains," Jack Mitchell, said mournfully. "I used to fill refrigerator cars with ice when I was 14 years old. Sixty years ago, about 15 of us went from here to Wayne on the railroad, stayed all night, and went to Sioux City to enter the war. When we came by Wakefield, the platform was crowded with people."

U.S. DEPARTMENT of Transportation has called for the creation of a viable intercity transportation system between passenger trains and buses by through route and joint fare arrangements. Integration of the two

Long Island R.R. class E20 in Morris Park Yard, N.Y. City.
Wm. Mosher, 155 Main, Lisbon, N.H.

modes not only would provide a better common carrier transportation system, but it would be energy efficient and provide an alternate to auto travel, DOT said.

A FEDERAL judge has denied a request by operators of a white-water rafting company to stop the Baltimore & Ohio from blocking the rafters' portage over B&O tracks. The rafters had been crossing those tracks at their take-out point, but the railroad this year said the practice must stop for safety reasons. Access to the river is limited because the rapids are located in a valley with steep banks and few roads.

A MULTI-MILLION DOLLAR project will rebuild and modernize Conrail's DeWitt freight classification yard near Syracuse, N.Y., and rehabilitate its track network. This yard is located midway on the Albany-Buffalo mainline. Its major role is to serve industries within a 50-mile radius of Syracuse. Also, trains are assembled there for distant points. In addition, the yard has a freight-car repair shop and locomotive repair and service facility.

FOR EIGHT MONTHS a freight train has been running on a loop test track in Pueblo, Colo., to help the U.S. Department of Transportation check on wear and tear of both track and rail cars. The train will continue its travels for ten months more over the line which features various types of sleeper, ballast, rail fastening systems, and switches. By that time the train of 75 various cars, hauled by three diesels, will have covered an equivalent of ten years in service.

NORFOLK & WESTERN, the Chessie System, and the Pennsylvania Co. have renegotiated the previously an-

nounced purchase price for the stock of the Detroit, Toledo & Ironton and have made a binding agreement for the two railroads to acquire the stock for $23,625,000. The transaction is subject to ICC approval.

DT&I is a Class I road running generally north and south from Detroit to southern Ohio and operating into Cincinnati over trackage rights. It handles a large volume of automotive business and other freight. Pennsylvania Co. is a subsidiary of Penn Central, which is currently subject to Federal bankruptcy reorganization proceedings.

Views and Reviews

IN THE 1880s my grandfather, Addison A. Morse, was C&I (which road?) station agent at Rockford, Illinois. Here are some excerpts from his diary:

March 23, 1881: CM&St. Paul attempted to take forcible possession of the CR&W about noon. A complete surprise. Station crew were out before they knew what was going on, but were in another party in a few hours with instructions from Holcomb not to yield.

March 31: Our people still "holding the fort."

April 1st: In the afternoon, the Milwaukee people (under C.C. Jones) broke into the passenger house and later into the freight house. As the sheriff (a man of no stamina at all) was with them, I would not let my men strike a blow. There were 72 with them, all armed with clubs; and but for resisting the sheriff they would have fought well, but I kept them under control. The Milwaukee crowd put us out.

April 3rd: We served writs on the Milwaukee crowd and Jones last night, but hardly expect they will yield without a fight. I dread the morrow, but we are right and have the law on our side too.

April 4th: Milwaukee engine went out of town to the tune of all the steam whistles blowing and plenty of cheers!

This must have been a good old-fashioned battle. Who can tell me what happened?—Richard L. Morse, 15 W. Del Rio Drive, Tempe, Ariz.

WANTED: complete list of railroad museums in U.S. and Canada to publish in this magazine. Does any reader have such a list?

CHOO-CHOO BARN at Traintown USA, Rte. 741 East, Strasburg, Pa. 17579, consists of 1700 square feet of animated 0-gage train display in the Pennsylvania Dutch tourist area, not far from the full-size Strasburg Railway and the State of Pennsylvania Railroad Museum. This attraction, Thomas C. Groff tells us, has been operated for over 16 years. It is open daily from 10 a.m. to 6 p.m., May through October, and week-ends only 11 a.m. to 5 p.m. in April and November. It all began with a $12.50 Lionel Scout train set encircling a Christmas tree in 1945. Today, 12 trains and a trolley run through it.

LIST OF BOOKS published and sold by the U.S. Government Printing Office, Superintendent of Documents, Washington, D.C. 20402, includes:

American Single Locomotives and the Pioneer, 1973, 36 pages (SI 1.28:25, 047-000-00256-7), $1.15.

Benefits for Railroad Workers and Their Families, 1973, 40 pages (RR 1.2:B, 43/2/974, 043-000-00015-2), 60¢.

Guide to the Reduction of Smoke and Odor from Diesel-Powered Vehicles, 1971, 28 pages, illus. (EP 4.9:81, 053-003, 00992-8), 50¢.

LARGELY because of Maxwell Swan's serialized true story, "Wanderlust," I have extended my *Railroad* subscription to September 1990. That kind of material sets your magazine apart from the competition.—Gary L. Jacobs, 6404 Ward Rd., Sanborn, N.Y. 14132.

BERT LANNING's letter about Canadian silk trains reminds me that the Erie had a "Silk Express" in the 1930s that ran eastward to Jersey City, one of the few trains that didn't stop for water in Callicoon, west of Port Jervis. It had 5 to 8 "varnish" type refrigerator cars, six baggage cars, and a lone coach on the rear, and ran through Callicoon about 1:30 a.m. I don't remember seeing it listed on the passenger timetables, although even the mixed locals and gas-electrics were. It was not regarded as a passenger train, but it probably beat the *Erie Limited* to Jersey City.—John Hoffmann (no address given).

The Personality Parade

FRANK KYPER'S new book, *The Railroad That Came Out at Night,* dealing with the Boston area, is due for publication this fall by the Stephen Greene Press, Brattleboro, Vt. Frank lives at 20 Hilltop Dr., Burlington, Mass. 01803, and is one of our *Interesting Railfans.* He and Lee Rainey are co-authoring a book on the narrow-gage East Broad Top,

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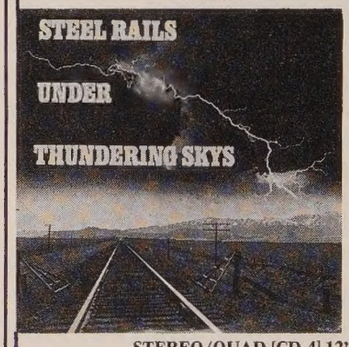
SB 4505 Steel Rails Under Thundering Skies



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Double feature. An early view of CP Rail's Cisco bridge (foreground), showing freight train emerging from tunnel at left. The bridge in background belongs to Canadian National Railways.

Photograph by Nicholas Morant, CP Rail

hopefully for publication next year. Frank is also seeking material for a third book, a history of the narrow-gage Boston, Revere Beach & Lynn. He needs anecdotes and the loan of photos, all of which will be properly credited and returned.

GERALD A. MAAS, fourth-generation railroader, is the new general manager of Grand Trunk Western. He worked his way up from clerk to brakemen and then to supervisory positions on the Central Vermont and Conrail.

DURING last summer the manager of the Oregon Pacific & Eastern Railway at Cottage Drive, Ore., was Fred Stindt, chairman of the Pacific Coast Chapter of R&LHS and one of our *Interesting Railfans.*

BRASS POUNDERS' GOSSIP, following the death of editor Harwell West, one of our *Interesting Railfans,* is being edited through December '77 jointly by Dr. E. Stuart Davis, 1149 Webster St., Union, N.J., as senior editor, and Lew Tucker, former BPG editor and train dispatcher. Thereafter it will become a featured part of the Morse Telegraph Club's *Dots & Dashes* newspaper, with Dr. Lewis as associate editor. Lew is chairman of the restoration committee of the old Clover Leaf depot at Maumee, Ohio.

FORMER *Zephyrette* Althea Briggs on the Western Pacific's *California Zephyr* has been appointed WP sales representative at Oakland, Calif.

SANTA FE Railway Foundation has been awarding four college scholarships a year every year since 1957 to outstanding American Indian students. Preference is given to those residing in states served by the railway.

BUILDING a data bank of North American locomotive history, Rod Goodwin, 167 Old Colony Rd., Hazeldean, Ont., Canada K27 IM6, is writing a computer program and would welcome comments from knowledgeable readers.

EUGENE MARTIN, of St. Paul, Minn., a dining-car porter who accumulated a $126,000 estate, has reentered the lives of nine relatives who lost contact with him decades ago. Each of the heirs will inherit about $12,000, after taxes and legal expenses are paid.

Martin, 86, died June 9, 1976, after working 40 years in dining cars of the Great Northern and retiring in 1960. He left no will, but the hotel manager where Martin lived knew that he came from the Charleston, S.C., area. The lawyer handling the case said he had no idea how Martin accumulated the money.

"I THOUGHT I was dead," said 13-year-old Douglas Sawyer after a freight train passed over him as he laid prone between rail road tracks near Oneonta, N.Y. The boy found himself trapped on a bridge over the Susquehanna River where he was playing when the six-car Delaware & Hudson freight train came onto the bridge.

Two of his friends escaped unharmed by hanging onto sides of the bridge, but Douglas tripped while try-

ing to get out of the way. He laid prone between the rails, hoping the train would pass over him, and suffered only minor cuts on the knees and chest.

DANIEL P. LOOMIS, who was president of the Association of American Railroads 1957-1967, died this past June 11 at age 72. In his early years he was general counsel of the Delaware & Hudson and then executive director of the Association of Western Railways.

RESEARCHING in the Wisconsin State Historical Library at Madison, I located the name John Luther Jones, better known as "Casey Jones," in the U.S., census of 1880. Fred J. Lee's biography of Casey claims he was born in Missouri and the family moved to Kentucky when he was 8. If so, his sister Emma and one of his three brothers, Eugene, likewise were born in Missouri.—David Mattoon, 1547 N. Sheridan Rd., Lake Forest, Ill. 60043.

(Ed. note: Casey was born Mar. 14, 1864, son of Frank and Anne Nolen Jones. All four of their sons—Eugene, Luther, Frank, and Philip—stood above six feet in their socks and became locomotive engineers. Eugene died of a bullet wound. The other three were killed while handling locomotives. Emma was drowned in a rain squall on the Ohio River. Not one of the five reached age 50.)

NICHOLAS MORANT, CP Rail special photographer and one of our *Interesting Railfans,* had the use of an articulated human skeleton which he was going to hang up across the track on a little used-wye one Sunday near his home at Banff, Alta., in connection with an article on legends of the supernatural in railroading which he was writing for *CP Rail News.* However, he didn't display the skeleton as planned, because he learned from a dispatcher that the company needed that section of track to turn around a special train with a convention aboard.

Canada Heard From

THE CP RAIL bridge over the Fraser River at Cisco is at Mile 101.1 on the Thompson subdivision in British Columbia. The original bridge was built in 1884 and the rail line was opened to traffic on June 28, 1886. However, the bridge was not strong enough to bear the newer and heavier equipment, so it was rebuilt in 1910.

The present Cisco Bridge is 525 feet long and is made up of a 105-foot cantilever span at each end and a center span of 315 feet with trusses at 17-foot centers. The western approach is through a tunnel in the rocky cliffs. The old steelwork from the original bridge was taken to Niagara Canyon on Vancouver Island, where it was erected in 1912 at Mile 14.0 on the Victoria subdivision. Reinforced in 1932, it is still in use.—Shirley Whitsett in *CP Rail News.*

A special flatcar was required to move this 35-ton vintage caboose from Montreal to its preservation site in McAdam, New Brunswick.

Photograph by CP Rail

BACK in the days of steam and Morse, engine crews often put in mighty long hours. One case comes to mind. In the winter of 1928, while firing on the Canadian Pacific mainline out of Revelstoke, B.C., I was called for a snowplow run east to Beavermouth. Our engine was an oil-fired 2-10-0 Decapod in the 5700 series with a big wedge plow in front and a caboose bobbing along at the rear.

It was snowing hard that night. As we pushed along into the Rockies the storm blanketed us with a whiteness that our headlight just couldn't penetrate. But our engine cab was cozy and warm. The 5700 was steaming well, making my job easy. As the plow ahead of us wasn't a wing plow, we had to head into all sidings to clear them. For me this was a fresh, exciting experience, but my hogger was used to such runs. He sat calmly on his comfortable leather seat, working the throttle and chewing snuff.

We were kept waiting on sidings for many westbound wheat trains. Thus the hours slipped by. Those sidings were the main reason for our snowplow run, the mainline itself being kept open by other plows. But

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as fast as we cleared a line it became snowbound again, so our performance was continual. The Glacier Yard at the summit of the Canadian Pacific main stem through the Selkirk Mountains kept us busy for several hours as we pushed aside deep snow from many tracks.

At noon we took time out for a hot meal at Glacier House, after which we rolled down through Conneaught Tunnel to continue plowing right through Beavermouth. Although we'd had to refill our tender tank with water at Glacier, we still possessed a good supply of oil. Having a choice of tieing up at Beavermouth or heading back to Revelstoke, we chose the latter. By this time we'd been out on the road for 16 hours. I wasn't exhausted but felt sleepy and found myself dozing off whenever we stopped for a meet on the return trip.

After all those hours of peering ahead at the snow being tossed aside by our plow, combined with warmth in the cab, I had to fight to stay awake. But I forced myself to watch our steam pressure and the water glass. Calling me over to his side of the cab, my hogger showed me how to hold my eyes open. It was a simple trick: just place a tiny bit of moist tobacco in the corner of your eye, just enough to irritate the eyelid slightly so it wouldn't close except for the occasional winking that everybody does. Thus I kept awake for the rest of the trip. By the time we'd booked off, back in Revelstoke, incidentally signing for ten hours' rest, that snowplow trip had taken 23 continuous hours!— Bert Lanning, 717 Pandora Ave., Victoria, B.C., Canada, V8W 1N9.

THE GENERAL restructuring of the Canadian railroad system prompts recollection of the vital role played by the railways in the development of the country, and in the forging of our national identity.

It is ironic that today, when national unity is so important to the survival of the nation, that we should be dismantling the railway services which, at the time of Confederation, were looked upon as essential tools of the welding of all the parts of Canada . . .

Somehow, over the years, we have lost the spirit of the railway. Instead of it being looked upon as a tool of unity, it is considered now almost totally in terms of an economic unit. If this branch line doesn't earn its keep, it is cut. If another looks too expensive to rebuild and modernize, it is abandoned, to be grown over by weeds . . .

Now we are at the time when, before very much longer, one of the main transcontinental lines will be abandoned and our trains—those that survive, will run single-track. The question that comes to mind is whether a single ribbon of steel will be sufficient to service our needs and hold the country together as it has helped to do in the past.—Harold Shea, editor-in-chief of *Halifax Chronicle-Herald.*

Overseas Railroading

MIKE EAGLESON'S story of steam in Turkey (June issue) had a special interest for me because I was there last year. However, the great steam show at Tower B in Izmir was recently curtailed sharply. A friend in England writes me that he and 40 other British railfans arrived at Izmir last March 24th, only to get the frustrating news that the entire suburban service has been dieselized a few days earlier! Long-distance passenger trains are still largely steam-powered, but on March 25th the morning passenger train out of Alsancak station, which is normally doubleheaded, as illustrated by Mike's center doublefold photo, had only one engine. Steam appears to be fading in Turkey, as elsewhere.

Occasionally we met the anti-photograph paranois reported by Mike, but somes places welcomed us. At Sowa we found an Alco "Middle East" 2-8-2 sitting beside a water plug. After we had made a few shots, I climbed into the cab. While I was examining the arrangement, which differs from American practice, a Turkish engineer or hostler appeared, sat down on the right side, and turned on the blower. Pointing to the firedoor, he motioned for me to open it. I did so, revealing a rather thin but uniform fire.

He then pointed to the scoop and nodded toward the firebox, so I laid a uniform layer over the existing fire, while he ran the engine back and forth for the rest of our group to take pictures. The scoop was longer and narrower than American scoops, and I found it easy to put the coal where I wanted it and to reach the far corners of the firebox.—Harold F. Allen, 365 Sumac Lane, Ann Arbor, Mich. 48105.

STEAM BUFFS find *Railroad Magazine* most satisfying. I commend in particular Mike Eagleson's articles on Swaziland and Turkey, the Maxwell Swan series, your enjoyable fiction stories, and your steam painting covers in May and August. Give us more such paintings.—Kenneth Bailey, 27 The Bines, Clehonger, Hereford HR2 9RA, England.

HIJACKING a passenger train and a school outside of Groningen in northeast Holland on May 23, Moluccan gunmen held about 130 pupils and their teachers aboard the train and later released them. Coen Turksma, 20, one of the released hostages, said.

"I got on the train at Assen. I was sitting on the balcony and noticed a young man and a girl who had plastic bags with them. When the train came to a halt, the two young people took Stenguns (submachineguns) out of the bags and shouted, 'This is a hijack.' "

AUSTRIA'S government has done something we think the U.S. should do: it has introduced a levy on road vehicles to help finance the modernization of suburban rail networks.

THE *ORIENT EXPRESS* will live on, but without moving, as the extension of a hotel in Tokyo, Japan, which bought one of its locomotives and 8 cars for $327,000 from Wagon Lits of Belgium. The once-luxurious train recently made its last run from Paris to Istanbul.

MOST of the reconstruction in Tangshan, China, recently destroyed by an earthquake in which almost a million people were killed, centers around the railway station so that supplies can be brought in from the outside.

AN EXPRESS train that fell into a flood-swollen river in northeastern India killed at least 44 persons and injured many others. Military planes and helicopters were ordered to the area to rescue marooned and injured passengers in a gorge of the Beki River in Assam state, between Burma and Bangladesh. Reports from the area said the locomotive and four coaches fell from the rainweakened rail line and overturned into the river 65 miles northeast of Gauhati, the capital of Assam.

ONCE A WEEK, the Trans-Australian Railway travels to isolated depots loaded with groceries, serving as a "tea and sugar" shopping center for railway employes along a 1,050 mile stretch that is almost uninhabitated. Refrigerator cars bring fresh foods, a theater-car shows movies, welfare nurses, and traveling ministers.—A. Man, P.O. Box 2, Drummoyne, N.S.W. 2047, Australia.

FORTY years after capturing the imagination of Depression-era travelers in the U.S., the famous Burlington *Zephyr* trains have begun a new career in Saudi Arabia. The stainless-steel streamliners, which set the style for a whole generation of railroad passenger equipment when they were introduced in 1936, now run on a 350-mile line linking the Persian Gulf port of Dammam with the Saudi capital of Riyadh.

Before their retirement by the Chicago, Burlington & Quincy a decade ago the sleek cars often exceeded 100 mph. However, track conditions in Saudia Arabia forced the Saudi Government Railway to maintain a speed limit of about 60 mph. Temperature extremes in the desert can cause steel rails to kink due to heat expansion, and frequent sandstorms limit visibility.

Turtle on the Track

SIX YEARS ago steam went out of my life, six years of running diesel locomotives and railcars. What a difference in visibility! No more staring down that long black cylinder with steam leaking from the pipes and the piston packing, no more smoke and cinders driving down into your eyes, no more fireman ignoring your advice on how to keep up steam.

Now you're alone in the cab. The diesel locomotive and its accessories do everything for you; all you worry about is keeping to schedule. It took me a long time to get used to being alone in the cab, but now I enjoy it. I can concentrate on two new factors: higher speeds and longer runs. Alone in the cab, you only have your own eyes for the signals. Still, I've always watched the scenery go by. I like the details of the passing seasons—the farmer plowing, sowing and harvesting, the trees greening in spring and losing their leaves in fall, children growing from one year to the next.

One day in May, 1975, I was running the Malesherbes-Paris express. It was ten a.m. and the sun was climbing for a hot day. As I watched the railcar gobble up the ties, my eye suddenly caught something round that seemed to be stirring in the middle of the track. In a few seconds I could see it was a magnificent turtle, big as a dinner plate, leisurely wandering along the track over the ties and the ballast. Evidently the sun had awakened it.

I reacted fast, spotting where we were. Kilometer post 39. I couldn't stop—we were going too fast—but I knew I'd be coming back in an hour and a half and I would probably see it again. On my return trip from Paris, I shut off at kilometer post 38 and let the railcar drift so I could spot the turtle and pick it up—even though this isn't covered in the rulebook.

Didn't see a thing all the way up to kilometer post 39, so I opened the throttle. And then, some 200 yards from where I thought I had spotted it, Mr. Turtle was still in the middle of the track, but I had to keep going. When we reached Malesherbes, I saw an engineer pulling out for Paris with a freight on a much slower schedule. I knew that he, too, loved animals and reptiles. So I took a piece of paper, drew him a map of the track, showing the kilometer post and the approximate position of the tortoise. He said he was interested.

A few days later, I saw him again and he thanked me. He had stopped his freight train to pick up the turtle. It was around one in the afternoon and there was no cover anywhere. That turtle was really hot. My friend gently placed it on the shady side of the cab, and when he got home that night he released it in his garden. The big turtle certainly must have been exhausted from the heat and needed a few days to recover. It stayed in hiding, but at length got its appetite back and sampled the luscious strawberries and lettuce growing there.

In winter, it lives in the sandpile in the engineer's cellar, where it even laid an egg. The engineer and his children are very happy that its life was saved.

While the turtle was in the garden, its wanderlust came back with its strength. Now it has a little pen of its own behind a fence. Otherwise, it would knock down stakes and sweet peas like a bulldozer. It must have escaped from another garden. A subdevelopment of small homes is located a good 500 yards from where I first spotted the creature. I don't know how long it took to get to the right-of-way. It probably went through a thick briar patch, then climbed an embankment, and scrambled over the rail onto the ties, landing on its feet. Perhaps it wanted to go faster than a train, like the tortoise and hare in La Fontaine's fable.—Serge Vitry, translated by Dan Behrman, Rue Joseph Bara, Paris 6e, France 75006.

(Ed. note: Our April '77 issue, page 54, had a photo of a turtle inspecting an old New York Central branch line.)

P. Grand, "Annaghdown," 17 Everest Rd., Rugby, Warwickshire CV22 6EX, England

"Return to Steam" special on British Rail mainline between Warwick and Birmingham last April 3. The preserved loco, Great Western Ry. 7-29, *Clun Castle,* is a Castle Class housed at Birmingham.

Interesting Railfan No. 177

Thomas W. Solomon

by FREEMAN HUBBARD

Tom with painting of ACL yard at Waycross, Georgia.

LIFE WAS somewhat more leisurely 60 years ago on the Abbevile branch of the old Atlantic Coast Line in Alabama. One of its engineers, C.V. Oliver, often held a baby on his blue-denimed lap while he was switching. Such railroading wouldn't get by today, but it did then. The baby was Thomas W. Solomon, who eventually grew up to paint the picture on our current front cover. One of Tom's aunts would take him over to the Abbeville depot and hand him up to the hogger to mind for a while, without interrupting the clatter and bang of setouts and pickups. We'd like to see a picture of them seated in the cab together.

Tom was born May 27, 1915, at Headland, Ala., and still lives there. His railroad career started in 1935 as an apprentice machinist in the Atlantic Coast Line shops at Montgomery, Ala., and is now the last survivor of those who worked there when he began. Later he worked for two other roads as a draftsman.

Including himself, there were four railroaders in his family: Aunt Eva Carroll, now 97, the Alabama Midland's first female telegrapher and station agent; her husband, E. Thornton Carroll, a conductor, and briefly, Tom's father, for Uncle Thornton who flagged one summer during a watermelon rush but instead of staying on the railroad became an electric power company official and died last March.

One afternoon when Tom was in the fourth grade at school he got talking with an ACL road foreman of engines who was riding a steam locomotive, the 1283, doubleheaded with the 1267 to pick up a circus train in Abbeville that night. Tom expressed his opinion that the 1267 was handsomer than the other engine.

The official championed the 1283 because she was larger. "Tell you what," he said. "You ride the 1283 with me tonight to Abbeville and I'll drop you off at the station and pay your way into the circus."

"I'd like to," the boy said earnestly, "but I can't get to a phone in time to ask my parents' permission."

And so, almost in tears, he watched the train pull away without him. Years later, one engineer even "dressed down" a stationmaster, at the Headland depot for having tried to the deny the youth the privilege of riding in his cab. Brass collars were aware that he was taking trips that ordinarily frowned upon as a violation of rules but gave their permission with only the admonition that the lad's safety be looked after.

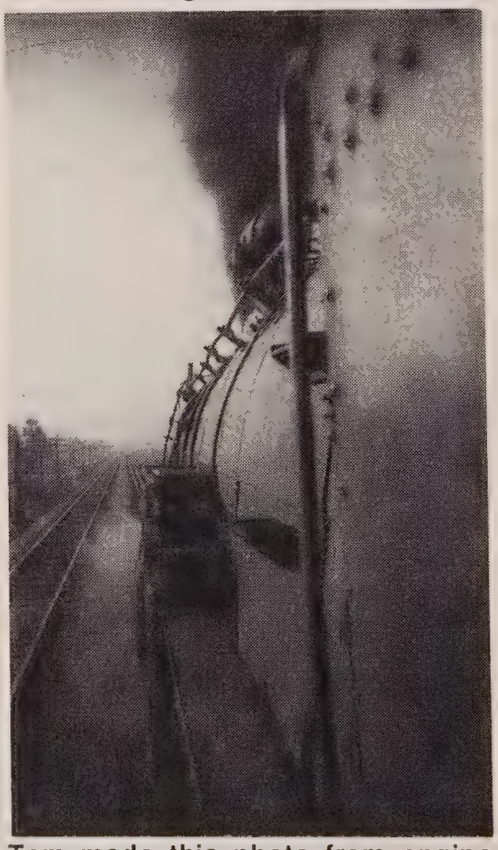
IN THOSE DAYS Tom found railroaders "the grandest people on earth," and still does. Their lingo intrigues him. He recalls the time he quit railroading, went back ten years later, and was almost entranced at hearing two girls in a railroad office talking shop.

"Sorry, miss," he said, cutting in on the conversation, "but I love that lingo and it's been a long time since I heard it."

Tom saw his first copy of *Railroad Magazine* in December 1929 and has been enjoying it ever since. In 1932 he joined our *International Engine Picture Club,* the free predecessor of our present *Switch List,* and it made many friends for him. Among them is W. Forrest Beckum, Jr., a banker living in Thomson, Ga.

"I answered his listing," Tom reminisces, "and we corresponded off and on. One day, while returning home from North Carolina, I stopped off to visit him, walked into his bank and introduced myself. That started a fine personal friendship. With our families, we had a happy vacation beside the Gulf of Mexico. While the ladies were surfing and shopping, Forrest and I explored nearby railroads. We all had a great time, thanks to your magazine."

Tom's first rail photo showed an ACL Ten-wheeler, No. 1262. He shot it with a box camera at age ten. Years afterward, when he was teaching school in Atlanta,



Tom made this photo from engine 818's cab leaving St. Augustine on his first ride on a Florida East Coast 800. The train, No. 5, was making about 45 mph.

ACL 4-6-2 1696 on *Florida Arrow*. Painting won award at South Alabama State Fair, 1975.
Painting by Thomas W. Solomon

he went on all the steam fantrips out of that city. Tom saw each engine as an individual personality. For example: "Old No. 421 of the Florida East Coast was rough, I don't know why. She always gave you a bumpy ride, but I loved her. She was a challenge. I'd ride her every chance I got."

"But I can't enthuse over diesels," he says, "although they are cleaner, have quicker acceleration, and may be more economical. I am not sure they are the best answer to railroad men's prayers—especially when two of them coupled together have trouble starting a 17-car freight train on a one percent grade, only part of which is on the grade. One locomotive slips all her wheels and puts the load onto the other, which also begins to slip. Diesel units aren't as alive as the old steamers were nor as picturesque."

During World War II there was a ban on railroad photography, but Tom had no trouble taking pictures on the Florida East Coast after he explained his hobby to the general manager. Old railroad stations also appeal to him. Tom likes to photograph them, see them preserved, and is on a committee to restore the Headland depot of which he has fond childhood memories.

"The Seaboard Coast Line has agreed to give us that building to restore when and if the Alabama & Public Service Commission lets them put their agent in a mobile station," he says. "We hope to use it as a combined railroad museum and civic service center complete with kitchen and dining facilities.

"I like almost everything about railroads, including photos of men and women at work. I've been there and I know them. Ray Carneal, a retired Southern Railway historian, sent me a classic

(Below) Small black and white version of what our cover painting by Thomas W. Solomon looked like before being cropped to fit page. (Right) Another of his canvases, owned by W.M. Tousey, retired FEC mechanical engineer, shows FEC engine at New Smyrna Beach roundhouse.

shot of an engine-wiper cleaning a headlight. Another favorite of mine shows an engine crew awaiting orders and watching intently some goings-on up the track, probably a pretty girl. To me even a section of worn-out track is photogenic. But I didn't know for years what it meant to stop down a lens. I could have made some nice shots on board FEC steam engines had I been more interested in cameras at the time."

OF MEDIUM height, Tom weighs a lean 155 pounds. His graying hair used to be light brown. His bright blue eyes peer through glasses plus bi-focals. Instead of tieing his own ties or having a woman do it for him, he wears the clip-on kind that is already shaped up. He feels more at home in a railyard office than in the United Methodist Church he belongs to. He admits having been a "rounder" in his youth, with a lot of girl friends, but he never married. And his last dog, a pointer named Sam, died several years ago. Which makes Tom a bit lonesome. He finds his greatest joy in painting railroad subjects such as the one on our front cover.

After graduating from high school in 1933, he worked in a grocery store, hoping to save money for a college course, but snapped up an ACL job offer instead. He studied engineering drafting at a night school and art in the Montgomery Museum of Fine Arts. The first painting he ever exhibited pictures ACL steam engine 470 at a coal chute. It went on view in a popular-vote show at this museum and drew twice as many votes as the second-place winner. Tom also took art courses at three universities.

Our *Interesting Railfan* has won several awards with his paintings of trains. This includes an oil canvas of the ACL 2014 picking up orders at Pinckard, Ala., in a juried show at the Montgomery State Fair in 1975. One of the 1696 pulling the *Florida Arrow* won second place in a popular vote contest at the same show.

Employed in turn by the ACL, the Atlanta & St. Andrews Bay Line, and the FEC, he liked nothing better in those years than to figure out anything from tractive force to the more complicated dynamic augment. But with the demise of steam power he switched from railroading to various engineering drafting jobs. Then in 1962 he went back to the FEC as shop engineer in the mechanical engineer's office. The following January a strike was called and the office employees were asked to be strikebreakers. Tom was told to switch cars, but refused to do so and resigned in May.

Mrs. Alice Beacham, now a retired FEC clerk, whom our cover artist describes as "a beautiful girl, my first date in St. Augustine after going to work there in 1943," tells us: "Tom got a job as a draftsman in the mechanical department where I was employed as a stenographer. In his work he soon demonstrated that he was a perfectionist and a talented artist.

Southern Pacific narrow-gage engine 8: Solomon painting owned by H.W. Corbiere, who ran that loco.

His jolly disposition, sense of humor, and warm, friendly personality attracted a host of friends, including me. I was glad to make a date with him. We went to the movies, walking there about two miles each way. In those days when gas was rationed we thought nothing of walking. After that, there were many Friday and Saturday parties, of which Tom was a part. You should have seen him dance the jitterbug to Glen Miller music!"

JAMES E. SATTERFIELD of Houston, Texas, writes: "Tom's memory is phenomenal, at least so far as engines are concerned. He can recall every class of steam engine on all three of the roads he worked for."

Now we hear from Lester F. Turknett, a retired SAL machinist of Bainbridge, Ga.: "On New Year's Day of 1960 I was building a 2¼-inch scale model of a Hudson live-steamer when I looked up to see a fellow who introduced himself as Tom Solomon standing in the doorway. Somebody had told him that a man in Bainbridge was building a live-steamer so he came over from Headland to see me. Since then we have become close friends.

"For one thing, he has kept a photographic record of my locomotive project and was as thrilled as I was when the first fire was laid on her grates and steam finally began to rise. As I cracked the throttle and the drivers started to roll, both of us were really excited. After several more months of work, the engine was ready for a test track, in this case 250 feet of 10-inch gage.

"Tom shot her from every conceivable angle. Inadvertently, he lay down on a hill of what we Southerners call fire-ants, the most unhospitable and short-tempered insects you could find anywhere. Each bite raises a blister. Just as my friend had his camera focused, he let out a yell and sprang up from the grass with celerity. He ran toward our back door as fast as he could, shedding his clothes as he went, and completed his speed trip in our bathroom.

"Later on, after Tom had learned to run the engine, he climbed on, blew the whistle, and took off. I mean, he *took off*, around the curve and down the 150 feet of straight track, ending in a ditch by the highway in front of our house. Well, we heard him whistle, mournful long and short blasts, and hurried over to see what was wrong. There lay the engine, with spinning drivers, in the ditch! She had knocked the bumper blocks off the end of track and taken a nose dive, with only the trailer truck left on the rails. Tom was standing off as far as he could and still reach the whistle lever, pulling that lever for help. Needless to say, I assessed his record 20 brownies (demerits) and demoted him to slow running."

Lester recalls having ridden with our *Interesting Railfan* on steam fan trips on the Southern Railway and being amazed at the number of people, Southern personnel, whom he knows by name.

"Tom was very fond of the Florida East Coast's oilburning Mountain-type passenger locos that pulled famous name-trains, many in four or five sections, between Jacksonville and Miami. I know from experience that, with their high-mounted headlight and clean lines, these were beautiful engines. They were, perhaps, the heaviest passenger motive power used in the Southeast until the Atlantic Coast Line acquired its magnificent 80-inch-drivered 4-8-4's."

TOM MUST HAVE been four years old when he first had a yen for drawing. He still has some sketches of engines he made on a crackerbox at that age. His parents say he could pencil-print "Atlantic Coast Line" long before he could spell most of the common one-syllable words. The windows of the kindergarten he attended opened to a clear view of the ACL depot, and a passenger train rolled through about 11:00 and 1:00 every day. His kindergarten teacher, like his later teachers in grade school, would reprimand him for drawing trains during a class session. Even during study periods he'd draw engines for various classmates.

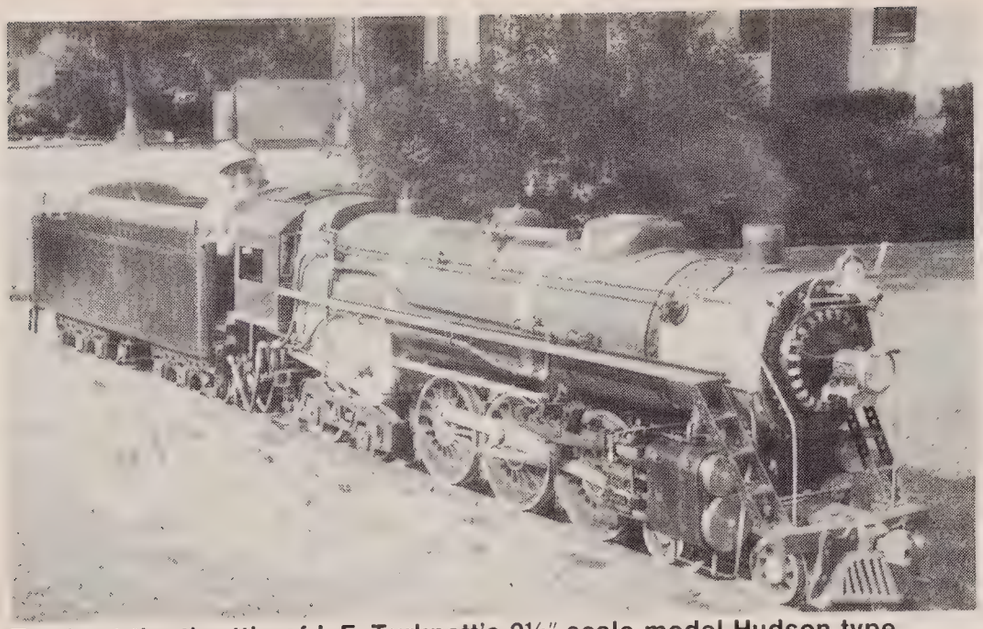
When he was twelve, a woman from Birmingham came to Headland and taught classes in oils, watercolor, and pastels. Tom tried all three mediums, but preferred oils and has stuck with them ever since. At first the lady had her pupils do still lifes, then landscapes. Finally, at the insistence of C.V. Oliver, the hogger who had often held Tom in his switching engine, the boy was allowed to try painting a locomotive.

"She wouldn't let me do another one in her class," he tells us, "so I bought a full set of oils and used them at home at night when I should have been doing my homework for school. After I had painted several locomotive pictures, Mr. Oliver advised me to send one to the ACL's general superintendent of motive power, getting his name and address from *The Official Guide.* I did so. The name listed was R.D. Hawkins. But Mr. Hawkins had died. His successor, James Paul, asked my permission to keep the painting, commenting: 'It is seldom an experienced railroader as myself comes in contact with a teen-age boy who can depict a locomotive in canvas beyond criticism.'

"That letter started a fine friendship which lasted until his death. I used to paint pictures to give away and was pleased when any engineer or railroad official would want one. Samuel M. Vauclain, president of Baldwin Locomotives, got three."

During Tom's apprenticeship in the ACL's Montgomery Shops, he received a letter from Frederick B. Adams, chairman of the ACL and Louisville & Nashville boards, requesting him to paint the *Crescent Limited* leaving Montgomery over the L&N. Tom did so. Mr. Adams sent him a check for $50, of which he was very proud. With the money he journeyed to Florida to see the 1800-series locomotives in action. Later, he made a large painting of the 1807, which was hung in the ACL ticket office in Washington, D.C., Union Station.

"Over the years," says Railfan 177, "I have been painting in leisure time. I was represented, along with the Art Train exhibit in a Georgia Railroad station. As a result, I get a number of orders, several of which have still to be filled. When the Art Train was set out at Thomson, Ga., my banker



Tom's at the throttle of L.F. Turknett's 2¼"-scale model Hudson type.

friend there, W.F. Beckum, whom I had met through *Railroad Magazine,* suggested that I be invited to exhibit in the depot also; and so I was, for a most enjoyable week. Some railroaders as well as railfans drove over 100 miles just to see my canvases."

When Tom returned home, he took up his art with renewed vigor, buying a metal building and setting it up as a studio. That summer at Montgomery he had a private showing which brought in more orders.

In gay mood, Tom poses for girl friend at the Bridge of Lions in St. Augustine in Florida 34 years ago.

SAYS HE: "Engineers like details, and so do I. If an engine had a brass knob on her bell, I depict it. I remember so vividly all the P-3 classes that the ACL used on its Montgomery District that you could block out the numbers on a photo of any of them, and give me 30 seconds, and I could tell you her number."

Once he received a postcard size print of a former Florida East Coast Mountain type that had been sold to the National of Mexico. He looked at it and told Bill Tousey, a retired FEC mechanical engineer: "Bill, that's the 446."

numbered 446-452 were all alike."

"But it just has to be," Tom insisted. "It looks so much like her."

The two men looked at the picture again through a powerful magnifying glass to check the builder's number. Sure enough, it *was* the 446.

Tom is such a stickler for accuracy that he writes: "I feel rather foolish because, while looking at a transparency of your September cover painting, which I made over a year ago, I see that I left off the smokebox door hinges. This is the first time I discovered that. Many railroaders have viewed it, but not one of them seems to have noticed the omission."

His latest idea is to do large paintings and offer them to banks in predominantly railroad towns.

"I am now doing the ACL's old 35," he states, "which was a 4-4-0. The painting shows her in a boneyard, a sad scene, but she is still a beautiful old girl, albeit a bit rusty in places. It may never see a bank. Someone may come along and say, 'I want that one,' and he'll probably buy it. That has happened several times."

The artist prefers engines he is familiar with, but has painted several for which he had to use photographs and do some research.

"My good friend Ray Carneal is my mainstay. He usually knows what I want to find out, or where to get the information. He is responsible for much of my knowledge of steam power history. I want my paintings to be authentic in every way, landscape as well as engine detail. A stack which isn't just right could throw the whole painting out of kilter. The stack *makes* the engine, simply because of their many different styles. Add an inch to its diameter and you change the engine's looks. For example, some of the ACL's P-5-A's and B's had slightly larger stacks and nozzles in later years. I have fun with it all."

IT WAS Col. James G. Bogle of Atlanta, himself an *Interesting Railfan,* who suggested the name of Tom Solomon to us for this series. "As a homey, down-to-earth sort of fellow, he should make a better subject than many you have written about," Jim explains, "and I've read them all since the beginning. I have known Tom since about 1961. He has been a guest in our home on several occasions. I have two of his oil paintings, one of the *General* and the other of Chattahoochee Valley No. 21.

"Besides being a gifted painter and skilled draftsman, he is a good story-teller, a great conversationalist, and an excellent letter writer. Recently, I did some research in early *Railroad Journals* for Tom in order to be sure of the type and location of injectors on a certain engine he was painting. He is, indeed, a stickler for detail."

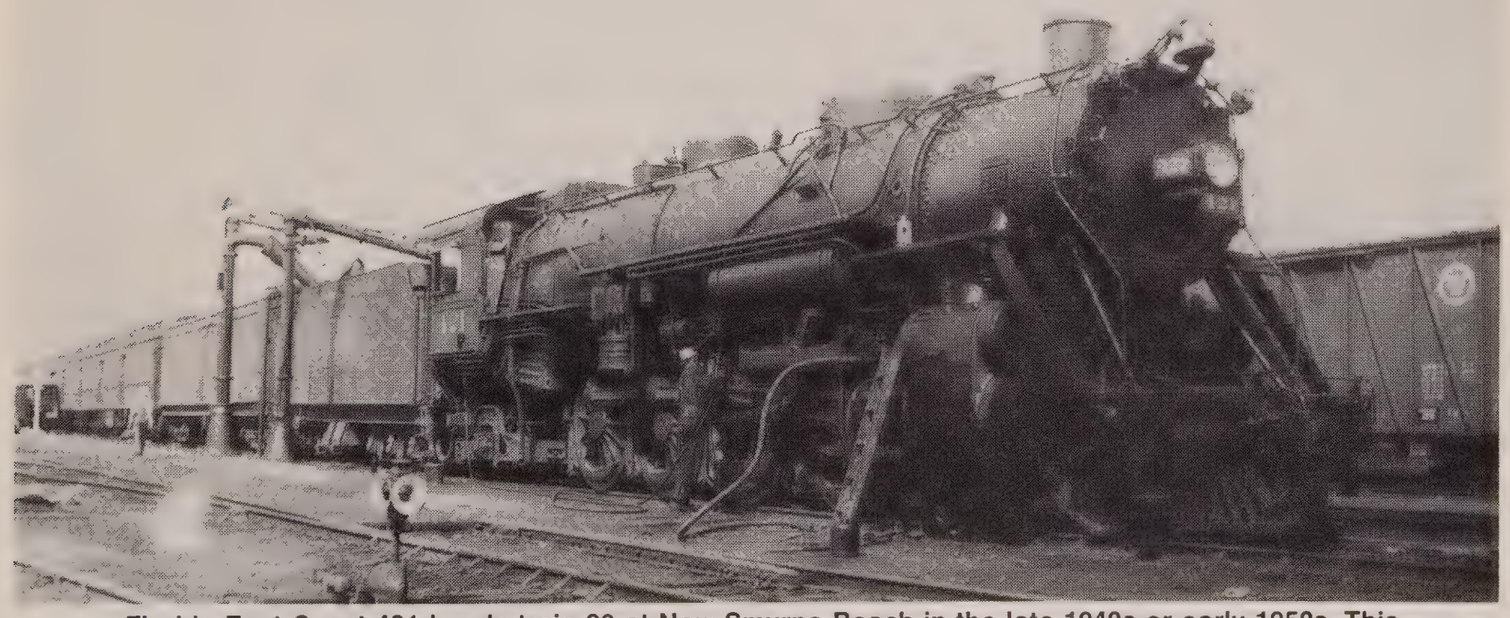
Another of his many friends is

Atlantic Coast Line 2-10-2 No. 2014 is depicted at the head of train 214 as the engineer pauses to receive his orders. The location is Pinckard, Ala., in the early 1940s. This painting won first prize in the South Alabama State Fair in October, 1975. Original size, 24 by 40 inches. Painting by Thomas W. Solomon

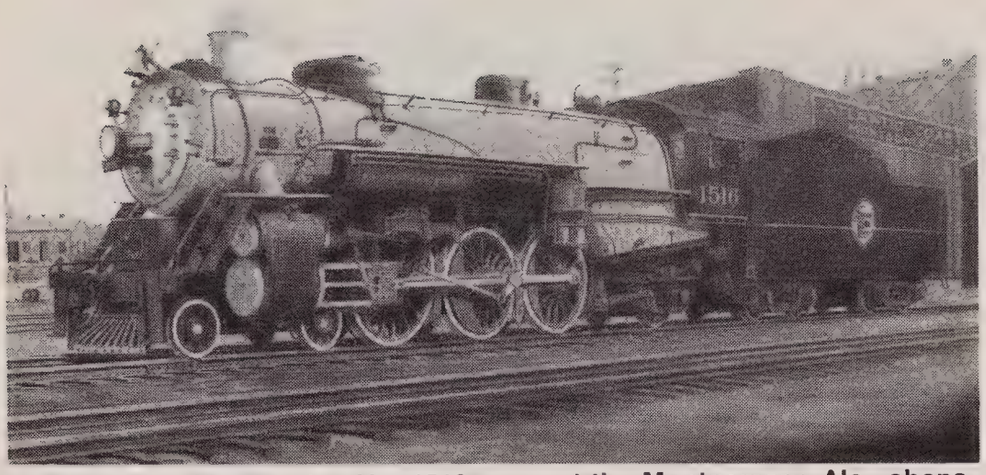
J. Frank Oney of St. Augustine, a retired car superintendent of the Florida East Coast Railway, who says that several months ago, during a coffee break, the TV program "Captain Kangaroo" came on the air. Tom happened to look up at an old engine steaming down the track and he yelled: "That's the Florida Coast 148." Other people in the room seemed to think he was a nut. The engine had been bought by a man in New Jersey, but Tom recognized her even though the headlamp had been moved forward a few inches.

Mr. Owney adds: "My own railroad experience dates from 1910 to 1963, but I can't recall ever having known a railroad man more talented or with a finer personality than Tom Solomon."

He *may* have set a record in November, 1938, while employed in the drafting room of the Atlantic Coast Line at Wilmington, N.C.



Florida East Coast 421 heads train 29 at New Smyrna Beach in the late 1940s or early 1950s. This engine was one of Tom's favorites, and was capable of speeds above 90 mph. She was used on the crank Chicago-Florida trains. Later, she was sold to Mexican National Rys. Photograph by Thomas W. Solomon



Atlantic Coast Line engine No. 1516, seen at the Montgomery, Ala., shops, pulled a special train for President Franklin D. Roosevelt from Waycross, Ga., to Montgomery on a secret run.

Painting by Thomas W. Solomon

He wanted to ride one of the then-new 1800's. Mechanical engineer C.L. Meister arranged for him to do so and ordered a trip pass for him, good on locomotives.

"On the appointed day," Tom recalls "dressed as a fireman, I rode to Florence, and then to Waycross, where I tried to scrub off enough soot and cinders from my face and hands to make myself presentable at the breakfast table. When I got to Dothan I was so black that my own mother didn't recognize me. 'He's not on the engine,' she told my father. Dad chuckled. 'He's the black one.'

"Next night I retraced my tracks as far as Waycross on another engine. Then to Fayetteville on No. 76. It was a fine ride. No dynamic augment at 60 per, as she was right on time. The trip from Fayetteville to Wilmington on a local with a little 4-6-0, a former 'copperhead,' was the best ride of all. No pounding, no dancing. She ran like a new sewing-machine, *click-a-click* all the way. That was the 248, a K-14s. In later years I rode FEC's No. 3, steam all the way to Miami, time and again, preferring the left side of a 400 class to a reclining seat any day."

Tom's main hobby is painting pictures of steam locomotives, sometimes for free and sometimes for pay. He *can* do landscapes or still life, but won't, he says, "unless I am hard pressed by a close friend." He likes to read, too—mostly factual stuff, some fiction—and used to do occasional salt-water fishing. In recent years he has gotten away from movies and TV, although he does enjoy an occasional love story on either of them, also newscasts and good music.

"I like the popular music of the 1930s and '40s," he tells us, "which is natural, for I was in my heyday then. I like just about all animals, especially dogs, and can even tolerate snakes unless they happen to be water mocassins or diamond-backs.

TOM HAS MANY kinds of railroad paintings and photographs on the walls of his apartment at 103 West Church Street, Headland, Ala. 36345: trains, individual locomotives, and railroad scenes. Also some of his own still lifes. When he tires of one canvas, he stashes it away and replaces it with another. His modest collection of railroadiana includes two train orders, both autographed by Presidents of the United States, Warren G. Harding and Franklin D. Roosevelt.

Possibly Railfan 177, who has a mild case of diabetes and had a little stroke in 1966, should be using supervised daily light exercise as well as the specialized nutrition that includes "protective" foods, minerals, and vitamins, particularly E and B complex, to help keep physically fit; but he is not doing any of these things, not even adhering strictly to the general diet his doctor ordered. Of course, habitual eating patterns are hard to modify, even when the necessity for doing so is urgent.

Tom enjoys "my beloved cups of coffee" and cigarettes. Says he: "I'd like to quit smoking, for I am aware of the possible outcome, but that is easier said than done. I don't use alcohol, though, and am too old now (62) to do any carousing around. All that is behind me, thank Heaven."

For a while he taught vocational drafting, two classes a day, three hours each, at the Chamblee, Ga., High School, but no longer does so. He is cheerful, moves rapidly, and eats fast—as most healthy animals do—the latter habit formed as a result of his short lunch periods on various jobs; but he rarely makes decisions on the spur of the moment, preferring to take time to think things out. Several newspapers and magazines—including ours and the old *Locomotive Engineers Journal*—have reproduced his paintings; and Tom has been on TV three times with some of his canvases.

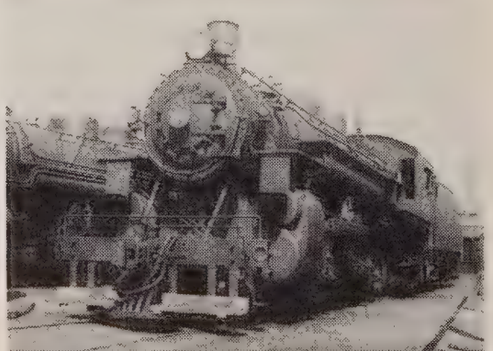
"What was the biggest mistake you ever made?" we asked him.

Tom considered. "Maybe the time, back in the forties, when I turned down an offer to work on the Clinchfield and within a short time become their mechanical engineer. But regardless of salary, I am not sure I would have been happy in a railroad job after diesels had replaced steam. Besides, I get more fun out of painting train pictures."

He is planning to build a full-size replica of a small-town railroad station on his farm. "My location is ideal," he says, "with the branch line cutting it in two parts, and I aim to have my own studio and a railroad museum there. I'd like to have the old SCL depot which the Alabama Midland Railway built at Gordon, for some reason unknown to me, has recently been moved out of the city limits." ●

Florida East Coast 148, built by Alco, is pictured at New Smyrna Beach shops in 1950.

Photograph by Thomas W. Solomon



TRACKSIDE in the Diesel Age

With Jim Edmonston

BALTIMORE & OHIO has earth-movers at work carving out a new $56 million project, Queensgate Yard, in my home area of Cincinnati, which will drastically alter the face of the Chessie System here, replacing many smaller support yards now in use.

B&O's power concentration is still as heavy as always, with new SD-40-2's in evidence, as well as a new Western Maryland GP-40-2. The older units are still active. A Western Maryland F7 (red, white, and black) was on No. 92 the other day as I watched. Southern Pacific and Cotton Belt units also are still coming in. Action past RH Tower is just as noticeable as ever.

Conrail's facility in Sharonville is getting a new run-around track to speed unit trains and the CR-Southern "run-throughs." The installation is almost completed. CR units continue to be mixed, with Penn Central's old solid blacks dominating, but here and there a blue unit relieves the monotony. More local units have become blue: we have a GP-20 (ex-NYC), an SW-9 and now one of the old Pennsy's SD-9's in blue. "Foreign" and leased power still abounds; I saw Precision GP-9 1701 and CN M-636 2333 and C—NW GP-30 820.

Norfolk & Western is still ballasting the old PRR Richmond Division, which looks better than it did in years. No regular through trains as yet, though. Southern has re-installed a complete passenger car watering system at Ludlow, Ky. The reason for this is the increased number of special trains handled through here, not the least of which is our July 16-17 weekend with Big Texas 610 and train.

Chessie System recently had a track inspection special pulled by that new Western Maryland GP-40-2 I mentioned. Their Sesquicentennial Special with repainted RDG 4-8-4 2101 was due in here August 7th.

UNION PACIFIC, a super railroad blessed by heavy traffic and fine plant to move it with, saved 30 million gallons of diesel fuel last year (85 million in the past three years) with a "little black box" installed on locomotives. This device can save as much as 12% of the fuel burned by each train movement. Its use is based on the premise of times when not all units on a train are needed for operation at their highest horsepower.

Trains are dispatched with enough horses to get them over the toughest part of their runs, such as the ruling grade on that division. The rest of the mileage does not require all those horses, and the "little black box" enables the engineer to shut down unneeded units while still getting maximum power from those he does need. This is akin to shutting down 4 cylinders on your 8-cylinder auto as you cruise over level stretches of highway. UP's Dave Catalan thinks the big carrier could save 8 million gallons of fuel in the fuel-saver's first year. Tests conducted on Super-Van trains between North Platte, Neb., and Los Angeles showed phenomenal results.

MAHLON EBERHARD of Lafayette, Ind., watches happenings on Louisville & Nashville, which took over his hometown road, Monon. The L&N has been taking more and more Seaboard Coast Line locomotives into its fold. Included now are Alco C-628's and

Jerry Mart, 2819 Lindsey Dr., Hopkinsville, Ky. 42240

The green diamond Illinois Central logo has not yet disappeared, as shown on low-nose GP18 9417 at Central City, Ky., on April 10, '77. The number of orange/white units continues to grow as Paducah keeps turning out the rebuilds. The GP18's are last in line after long list of GP7's and 9's.

New York, Susquehanna & Western RS-1 No. 238, after recent repaint and overhaul work, shown on March 1, '77, at Little River shop ready for Lodi run.

Bruce Russell, 240 Mt. Vernon Pl., Newark, N.J. 07106

C-630's, from the old SCL 2200-series to L&N 7513-7523 and 8007-6009. EMD power changing hands includes SD-35's and SDP-35's, all going from SCL 1900 series to L&N 7025-7044.

REGARDING the restoration of the GG-1 4935, local paper ran a story on the birthday of the *Broadway Limited,* with a photo showing the train powered by the 4935, once again in her old Brunswick green and gold. Trouble is, they referred to her as a "diesel"! After all, the only electrics that this part of the country ever saw ran downtown and on interurban rights-of-way.

LOST GLORY, GREAT DAYS OF THE AMERICAN RAILWAYS, a 130-page photo album by Ian Logan, coming to us from Britain, presents a cluster of color photos, all on high-quality slick paper. However, Mr. Logan evidently thinks the American railroads are dead, as he treats them in the past tense, saying, "The American railroads were privately owned." He feels that the best years were the "late 30s to early 50s," but the photos he offers are all up to the minute, from Railbox cars to Amtrak SDP-40F's. The steam locos found in the collection are static displays. Kansas City Railway Museum will not be proud of their woebegone 2-8-0 found on page 66.

Most of the photography is outstanding, but the layout is wasteful, with unused white space. Photo cropping is disgraceful, even with all this space wasted. Many otherwise good photos are ruined by cropping. Remember the time you sent that first roll in to the processors via the drugstore for "beautiful enlargements," only to see your locomotives come back minus cabs, for example, and your action shots minus trains or locomotives? This apparently happened to Mr. Logan.

Captions are minimal and are found in the rear of his book, with page listings for each photo. The author presents pix which cry for descriptive information, which he fails to give. The many views of freight cars, locomotives, passenger cars, piggybacks, stations, scenes, etc., make this book interesting to page through, with logos and colors helpful to modellers, but cropped photos and absence of informative text hurt the effort badly. $4.95, Harmony Books, New York, N.Y. (Available from Railroad Magazine Book Service.)

CONRAIL'S new units are fitting in with the various orphans and leasers, and are spotted often by contributors. Jerry Rosenfeld saw GP-40-2 3291 running long hood front, not usual on a westbound through Dumont, N.J. He reports hearing rumors that the CR interchange freight yard at Port Jervis might be closed and used only as a crew change point.

After a month of being idle, CR evidently has re-activated Warwick, N.Y., fueling facility. Two ex-Lehigh & Hudson River C-420's were there May 30th. At South Amboy, N.Y., Jerry reports that McCormick Sand & Gravel returned their leased Long Island C-420 to its owners, the Morristown & Erie, and are now using an Alco S-2 switcher, ex-B&O 9076. Also at South Amboy, at the Conrail terminal, were the usual GG-1's and E-8's as required by the passenger pool, with 7 of the electrics bearing "New Jersey DOT" stencils.

Two surprises surfaced: An E-8, 4320, is painted in New Jersey DOT colors, with a blue the shade of that used by Conrail and a silver band around the sides and across the nose, like the old NYC "cigar band." N.J. DOT logos appear under the number boards. Paint job was done in Elizabethport Shops. The second unexpected engine was Conrail RS-11 7652 in CR blue complete with logos. She was formerly Pennsy 8652.

AL SHADE of Cleveland spotted GP-40-2 3299, one of Conrail's newest, on one of her first runs, May 22. He also saw Bangor & Aroostook 87, which surprised him, as this is a second-generation GP. She is a 1967 GP-38, one of BAR's newest units.

BILL PLACK of Pittsburgh reports a westbound freight on May 26 through Wilkinsburg, Pa., with five Erie Lackawanna F's and three PC F-7's. Conrail E-7A 4022 in blue can be found often on Amtrak trains eastbound out of Pittsburgh. Bill saw more unusual reporting marks: SQCR on hoppers in the Johnstown, Pa., area (Squaw Creek Coal Co.) and a New Hope & Ivyland box in Pittsburgh. Another boxcar, with marks of SERA, was an orange color like Detroit, Toledo & Ironton, with a herald similar to that of old DT&I.

CONRAIL paint shops seem to be having problems. Nose decals are peeling off, or not applied right in the first place. Possibly the big road should investigate Champ, Walthers, or Miller decals and get some Micro Set. "Choo Choo Charlie" of Bethlehem, Pa., saw CR GP-40 3054 with front nose decal reading "ORL." All other letters were missing. Al P LaFredo, Jr. 614 S Union St., Olean, NY 14760, caught GP-7 5994 in Salamanca, N.Y., with nose reading "ONRAI." We have mentioned "CONRAH" and "CONRAI" and the U-25B with the side decal crooked. As in HO

modelling, as Varney used to put it, "take your time and do a good job."

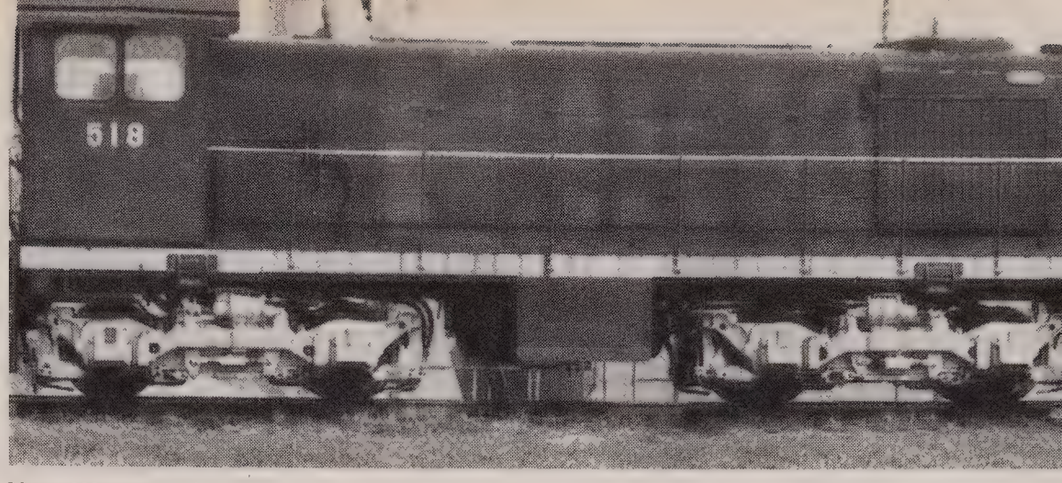
WELL, IT WAS a good idea, having the much-travelled Reading 4-8-4 2102 and the GTW Mike 4070 doublehead out of Altoona around Horseshoe Curve, but it was just one of those days. Neither locomotive should have gotten out of bed. Al Shade gives his version:

Eastbound out of Johnstown the 2102 developed a hot driver bearing, on the same axle that got roughed up years ago when she derailed at 21st Street Tower in Chicago. They cooled it with a fire extinguisher from a nearby diesel and applied a grease block. This did the trick, but a Conrail dispatcher didn't trust the cure; so he dispatched two diesel helpers, which took the train to Cresson on the west side of the hill. The train was yarded, the two steamers cut off, and rest taken to Altoona with diesels.

Later that afternoon, the two steamers and a tool car came into Altoona behind two CR SD-40's, with the steamers set up to lead the train up Horseshoe, the diesels cut in behind the tender for protection. At least, the steam action was in front. But 5 miles west of Altoona, just getting into the grade, the right eccentric let go on the 4070, disabling her and stalling the train.

The rough stop also caused a break-in-two, which took an hour to get recoupled. It had been planned to help the steamers over the hill and as far as Cresson, then cut the diesels off and run the doubleheader back to Pittsburgh. Now, though, the steamers would get cut off at Cresson. The 2102 pulled the train to Cresson, including the idle 4070 and the two diesels. The passengers arrived back in Pittsburgh at 12:30 a.m. The same trip was scheduled for the following week-end, but I have no reports on it yet. Conrail operating people didn't appreciate this fiasco.

AL'S TRIP to Pittsburgh included a stop at Youngstown's Brier Hill Yards, which he says is still worked by Alco RS-3's, sounding off and smoking like 0-8-0's. Spotted in Brier Hill was an industrial unit lettered UpJohn 1, disabled with a hotbox. Remember the early accounts of railroading on the Pennsylvania in the Pittsburgh area and how trains coming in from the west had to line up and wait to get into the yards? History repeats itself, as Al says Conway Yard is jammed most of the time these days. He saw a train held at Emsworth on a Friday night, and by late the following afternoon it had worked its way to Leetsdale—15 miles out of Conway!



New Western Ohio R.R. uses ex-Union Alco S-2 No. 518, at St. Henry, Ohio.
Photograph by SI Herring

THERE ARE still F-7's on Conrail, rare but still turning up in scattered locations. Carl Timko saw the 1826 and FP-7A 4362 in Meadville, Pa., on June 10. There is a concentration of F's still used as transfer power in Cleveland. Ed Long of Richmond, Ind., saw F-7A 1872 through there in early June. He mentions also that the B&LE is shipping new Burlington Northern C-30-7's out of General Electric at Erie, Pa. He spotted two more of Bangor & Aroostook's GP-38's, 82 and 84, in Meadville, along with GP-9 79. The B&LE handled a drag May 18 which included a group of Cambria & Indiana hoppers. In that group was C&I's Bicentennial hopper, 1976, a two-bay car with red, white, and blue paint and an American flag on her sides.

RANDY WILLIAMSON, 362 North Amboy Rd., Conneaut, Ohio 44030, spotted two demonstrators on Conrail on June 7. These were Morrison-Knudsen's 5301 and 5302, their model TE-53-4E, rebuilt from U-25B frames and various other parts but with EMD power plants. They look much like the Canadian National GP-40 (W) widecabs. The two units were on a long eastbound coal drag. They are 1600 hp. Randy says new Conrail GP-38-2's and GP-40-2's are frequent on piggyback trains through Conneaut. Newcomers to northern Ohio are Santa Fe cabooses. Also, the *Lake Shore Limited* has lost its SDP-40F and now uses E-8's.

Jim Chekouras of Ashtabula, Ohio spotted Morrison-Knudsen 5303 on a Conrail freight through there June 16, also some CR F-7's.

IN CANADA, CP Rail has ordered 24 more SD40-2's from GMD London. Baldwin DS-4-4-1000 switcher 7066 was retired April 13, and 7065 was cut up in May. Great Lakes Pulp & Paper is scrapping its GE 45-tonner. Simplot Chemical in Brandon, Man., Canada, still has its No. 1, an old ex-DL&W SW-1, built in 1940. Also there is a GE 44-tonner, which is ex-New York, Ontario & Western 103.

Canadian National has 34 units out on lease: 11 to the Great Slave Lake Ry., three on Northern Alberta, 8 on British Columbia, and the 12 M-636's on Conrail. The GTW, D&WP, and Central Vermont, "all in the family," traded locomotives with two GTW units to DW&P, 6 from DW&P to CV, and 5 CV units to GTW, with three more coming in the future. CNR has ordered 20 SD-40-2's and 432 hoppers for Ontario Hydro unit trains.

London & Port Stanley GE 60-ton Boxcab Freight electric L-2 is going on display at the Harbourfront in Toronto. CNR bought the L&PS from the City of London in 1966. Montreal Locomotive Works is going great guns on foreign orders: Bangladesh, $8.3 million; Tanzania, $13.5 million; Tunisia, 20 units, and Portugal, 13 units.

Roberval Saguenay RR. 33 is presently being refurbished at United Ry. Supply. She is one of those ex-Long Island C-420's, was #209.

READER INQUIRIES are abundant. Peter Carr wanted to know about the McKeen car used on the Lakeside & Marblehead in Ohio. Jim Howard, 3670 Schirtzinger, Columbus, Ohio 43220, checked on a job on the L&M in 1942 and found the McKeen stored in a stone building at Lakeside. It was Tuscan red and gold, lettered for the L&M. No idea what happened to it. The only piece of Fairbanks-Morse equipment Jim knows of on the L&M was a speeder used by the section gang. The entire railroad is abandoned, the quarry closed, Danbury station gone.

Peter I. Roehm, Straitsmouth Way, Rockport, Mass. 01960, is one of many who confirmed that the Canada & Gulf Terminal 405, a 1928 Brill gas-electric, and trailer 501 went to the Wolfeboro RR. The trailer, at last report, is still on the B&M at North Walpole, due to a hotbox. The 405 is ex-NYC 405, was 206. She is 250 hp, 112 tons. The Waynesburg & Washington was standard-gaged and absorbed into the Pennsy years ago, but maintains an office at: 1700 Market Street, Philadelphia, Pa. 19103, Suite 2900. Pete says B&M 4267 is an F-7B, no A units operating on B&M.

Both new roads mentioned, the Goodwin and the East Cooper & Berkeley, are now running. Goodwin is operating the ex-B&M, ex-Wolfeboro (Central Division) for the State of New Hampshire. Loco is an ex Maine Central RS-2 in green. Road runs from Concord to Lincoln, N.H. The unit, ex-MEC 555, ex-Wolfeboro 101, is based at Lakeport, N.H.

SI HERRING, 932 N. Main St., Bellefontaine, Ohio 43311, sent us a photo of the unlettered Alco S-2 operating as Western Ohio 518. The unit is based at St. Henry, Ohio, and the road operates the old Conrail line between Ansonia and Coldwater, Ohio, three days a week. The unit is ex-Union RR. of Pittsburgh. Si mentions seeing a Conrail freight May 22 at Ridgeway, Ohio, with two M-K demonstrators running behind Penn Central power.

J.W. Brauner, RD 1, Box 153, Punxsutawney, Pa. 15767, says Pittsburg & Shawmut placed an ex-Reading Gp-9 in service, with a paint scheme the same as Bicentennial SW-9's on the road, numbered 357. What are they doing with Amtrak E-8A 341 and several coaches sitting on the shop tracks? The E-8A is without her prime mover.

MARK SUBLETTE, 217 Country Club Rd., Shalimar, Fla. 32579, spotted Seaboard Coast Line S-2 42 sitting in Chattahoochie, Fla., with her lettering and number lined out and Relco Equipment, Joliet, Ill. 1043 hastily scraqled on the cab sides. Also, SCL 98, which used to work in Gainesville, Fla., has been replaced by U-18B 341. No. 98 has an interesting history. It started life as an Alco S-2, built for Richmond, Fredericksburg & Potomac as No. 54 in 8/43. It was sold to the old ACL, where it got number 44, and then was repowered with an EMD 12-567 1200-hp prime mover. This required an EMD hood, which prompted many observers to believe she was an EMD loco. After the merger, SCL numbered her 28.

WILLIAM T. MORGAN, P.O. Box 6469, Oxnard, Calif. 93031, was at Ferrum, Calif., on April 26 when four of Kaiser Steel's red and white U-30C's brought a train down to the SP interchange. This is a lucky sighting, as Kaiser Steel owns just 5 of the engines. Seeing them is rare, as the Eagle Mountain Mine they work is many miles out in the desert.

Bill visited Victorville, Calif., on June 3, looking for Southwest Portland Cement's famous trio of F-M H-20-44's. They have 408, 409, and 410. The 408 and 409 are ex-UP 1366 and 1369, built in 1947, while 410 is ex-AC&Y 505, built in 1954, one of the last FM's built. Also on the property is GE 65-tonner 404. Railfans are not allowed on the property, but you can photograph trains between the plant and the mine, a distance of 16 miles. Only two trains run this route per day; Bill waited 6 hours in the hot desert sun for his photograph!

Victorville is a hotspot on the Santa Fe mainline, with a few UP freights also rolling through. One Santa Fe 94-car train Bill watched was powered by an SD45-2, three GP-30's, and three GP-35's. Santa Fe Alco S-2 2350 was sitting on a siding with stack covered and evidence of a hotbox. It was evidently in transit and had been set off. Bill glimpsed two boxcars lettered "Triangle Pacific," but did not get the reporting marks due to speed of the freight they were in. Is this a new road or is that the name of some corporate owner?

LEE C. JOHNSON, P.O. Box 453, La Grande, Ore. 97850, saw the Preamble Express E-9A working a Union Pacific special on Easter Sunday. This unit is ex-UP 951, an E-9A specially painted by EMD at LaGrange to handle the "Preamble Express" west of Omaha. She took the train from D&H U-23B #2312 at that point in August, 1974.

Other Northwest news comes from Steve Chambers, 1110 S.E. 113th Ave., Portland, Pre. 97216. He says Vancouver, Wash., is still home for BN's Alco Fleet. Some NP and SP&S RS-3's are in a new coat of BN green. Two of those RS-3's leased to Conrail have come home. Western Pacific units (U-30's and GP-40's) are pooled up the Oregon Trunk to Seattle & Spokane, with BN units being found in Stockton, Calif., on WP. Many older F's (F-3, F-7 and F-9) from NP and GN are found in Oregon and Washington.

Southern Pacific's Portland Division is all-EMD powered, SD-40, SD-45, SD-45T-2 units are supplemented with GP-9, SD-9, and SW-1500 units. Rarely will GE power turn up. Union Pacific uses models from both EMD and GE through Portland, with the huge DDA-40X Centennials (6900's) on piggyback trains. UP also has been loaded with pool power. Units from SP, Cotton Belt, C&NW, N&W, BN, and Milwaukee Road can be seen on UP trains. Freight speeds are high in sparsely-populated areas, so you must be quick with a camera.

Steve spent a week on Tehachapi watching ATSF and SP, and says: "All you've ever heard about this great place is true." ATSF models he saw include SD-40, SD-45, SD-45-2, GP-30, GP-35, F-45, FP-45, SD-24M, U-33C, U-36C, U-28CG, and U-30CG. The last two were regeared for freight service. Both ATSF current paint schemes were seen. SP power included SD-40, SD-45, SD-45T-2, SD-35, SD-39, SD9E, SD-40T-2, U-28C, U-30C, and U-33C. No foreign power seen on either road.

THE REPORT of CB&Q 4-8-4 5632 which appeared in our June issue as being at Mount Pleasant, Iowa, has to be in error. At least three sources say it was scrapped last January.

Texas area news comes from John H. Walker, Box 934, Midland, Texas 79702. John found 32 ATSF units in Carlsbad, N.M., including nine F-7B units, one still in yellow and silver paint. In Cleburne, Texas, site of ATSF's huge shop, there were many more F, A and B units, some still in old "Chief" paint. Wichita Falls had two MKT Geeps, one in the new green stripes, the other in oxide red. At least four Geeps on T&P (MoPac) in old C&EI lettering are working out of Big Spring and Odessa.

LOCOMOTIVE models represented by a single unit are very rare, as you might expect. Such incidents normally mean experimental units, or a prototype of a new model to be produced. A road which operates two single-unit models is Canadian Pacific, which makes it very tough to track them down, as this is a huge facility.

The first rare bird this month is the RSD-17, a 2400-hp road switcher built by Montreal in May, 1957 as Spec DL-624. This unit was the natural progres-

CP 8921, only RSD-17 MLW ever built, works a transfer in Montreal in June, 1962. Diesel is Canadian version of Alco DL-600B.

W.E. Miller collection

CP Rail 4744, only M-640 ever built, produced by MLW, shown brand new in Toronto, in March '71.

Photograph by Bruce Chapman

sion of the Alco RSD-7 (DL-600A) into the Canadian market. The Canadian versions of Alco designs produced by Montreal lack the notches set in the hood ends as found in the States, and the RSD-17 carried this practice forward

The loco is a long, heavy-looking beast on C-C trucks. A high short hood carries the notchless gentle curve at the roofline. She has a 251-B, 16-cylindered, power plant, rated at 2400 hp. The long hood is clean, with a series of square, uncovered filters along the top. Its big square intercooler assembly above the rear truck is just below the roofline. The usual Alco radiator assembly is positioned low along the walkway on the rear side of the hood. A circular fan sits above this on the roof. The cab has a rounded roof, in true Alco style, and the unit rides on the Alco tri-mount truck. Both ends are rounded and clean, except for a centered brakewheel and rectangular number boards.

The only RSD-17 ever built was CP 7007, which demonstrated on that road until December, 1957, when it was sent to Pacific Great Eastern as their 624. It then became Canadian National 3899 before being returned to CP in 9/1959 as CP 8921, which number she retains today.

Our second subject is the final result of years of the high-hp race involving all builders from 1955 until 1965. Alco Products introduced their Century line to compete with the GP-30 and U-25B, and kept increasing the hp ratings to meet competition. EMD went from 2250 to 3000 to 3600, as did GE. Alco stayed right with them, the final Alco unit being the C-636 at 3600 hp. Alco left the locomotive business in 1969, and Montreal Locomotive Works purchased the designs.

Montreal carried the Alco idea of a 4000 hp unit to reality in Feb. '71 by building the M-640, the only unit being CP 4744. This big fellow carried forward the design of the C-636 (Montreal changed that "C" to "M" after it took over the production), a huge hood unit with rounded cab, C-C trucks, afterthought short hood, and huge belly fuel tanks. Prominent air intake grids extend above the roofline behind the cab.

The major difference in the M-640 is the exaggerated radiator protrusion at the rear. The increased hp needs more air, the older radiator intake wasn't big enough. The unit uses an 18-cylindered, 251 prime mover, the mightiest single block in Canada. CP 4744 is used in transcontinental service, evidently with success; but no other units of her model have been produced.

IT WAS ROUGHLY 30 years ago that the diesel began to make large inroads into the ranks of the steam locomotive as the prime mover of North America's mainline trains. These very first diesel units and the ones that followed shortly afterwards were known as the "first-generation" diesels, according to the *Locomotive Engineer.* In passenger service, however, diesel-electrics were first introduced 10 years prior, in the form of the *Pioneer Zephyr,* the Union Pacific's streamliner, Baltimore & Ohio's 50 and 51, etc. But the big surge of orders came after World War II when the builders were again free to manufacture peacetime hardware.

The Electro-Motive Div. of General Motors began as the top producer of this type of locomotive and has retained its position down through the ensuing years. Other builders—Alco, Baldwin, Fairbanks-Morse and Lima—fought valiantly to hang on to their small portion of the business but finally had to give up.

Mass production was and is Electro-Motive's trump card, that and plenty of GM money to back them up originally. Their first mass-produced passenger unit was the 2000 h.p. E7. A total of 510 of these E7 cab and booster units were turned out at LaGrange between the end of World War II and 1949. The E7 was superceded by the 2250-hp E8.

MARK MICHON, 4150 S. Fairfield, Chicago, Ill. 60632 a switchman on the Belt Railway of Chicago, sees plenty of action in the course of his day's work in the yard. Says Mark: "Your June '77 column mentions the leasing of Canadian National engines by the Louisville & Nashville. The L&N runs a road train every day to the Belt's clearing yard. Mixed in the consists are usually one or two CN units, sometimes a straight set of four CN units. L&N road crews seem to prefer CN units to their own, as the Canadian engines are almost always used on the point. Some of the mixed road consists that I have seen recently are: CN 5572, and 5580, L&N 1304 and 5601-2508 and 6956-5601, and Seaboard Coast Line 1812.

"I like to take my camera early on week-end mornings to Conrail's 59th St. yard enginehouse (ex-PC, ex-PRR) to get good shots of merged roads' power in all phases of relettering. Recently, I spotted and shot a Bangor & Aroostook Geep No. 84, sandwiched between two ex-PC Gp40's. I also grabbed off the first E unit that I know about in Conrail blue paint and logos,

UP Centennial DDA40X 6919 leads piggyback into Laramie, Wyo., in '76.

Photograph by Charles R. Kilbourne

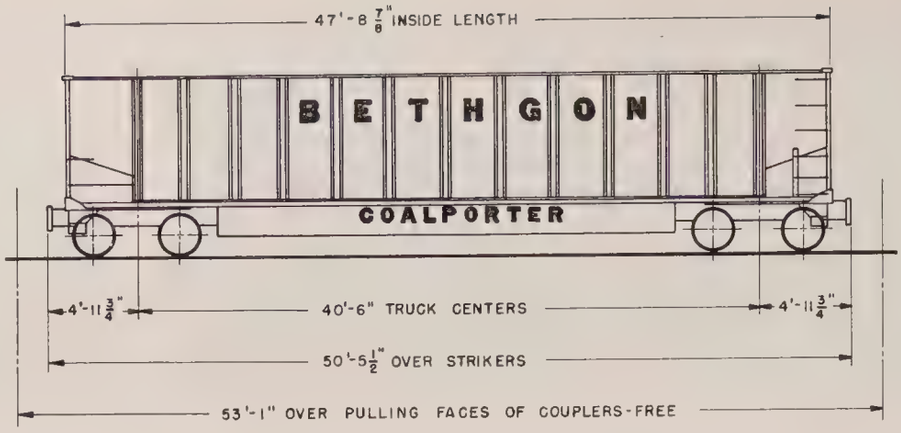
an E8a No. 4022 of ex-Erie Lackawanna ancestry. Conrail shop forces did a fast paint job on it. You can see the EL showing thru on the engineer's side. My only complaint is that there is never enough Alco power, or F units, in the original paints to be shot."

JERRY ROSENFELD, 133 Dulles Dr., Dumont, N.J. 07628, calls attention to a booboo in July '77 issue. Mentioned was a CP Rail SD40-2 pulling a passenger train in eastern Canada.

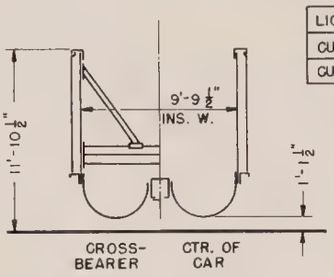
"Not so," says Jerry. "It couldn't be a SD40-2, because with closer observation there weren't any C-C trucks, and the fuel fill panel just after the first truck was eliminated on late GP35 and SD35 models and haven't been used since. The photo shown is a 2500-hp GP35, of which CP Rail owns 23, numbered 5002-5025. Their SD40-2's are numbered 5565-5674 and all pack a 3000-hp, 16-cylinder, 567D3A prime mover. This was the last model to use the 567 engine before the introduction of the powerful 645 used on the GP40, SD40/45 and all other current EMD models to date. All GP's are equipped with a pair of B-B trucks."

GENE A. WILSON, 408 Center St., Maysville, Kan. 66508, liked what we did on the U-50s in last February's issue. Says he: "The double engine U-50's, both BBBB and C arrangement (original and refined versions, I term them), are a work of art and outstanding craftsmanship. Union Pacific U-50's 5000 to 5039 stop briefly at Maysville for crew change, or switching moves. Every once in a while I'll see some in the roundhouse area."

CONTINUE sending diesel news to Jim Edmonston, 821 Clearfield Lane, Cincinnati, Ohio 45240. Thank you. ●

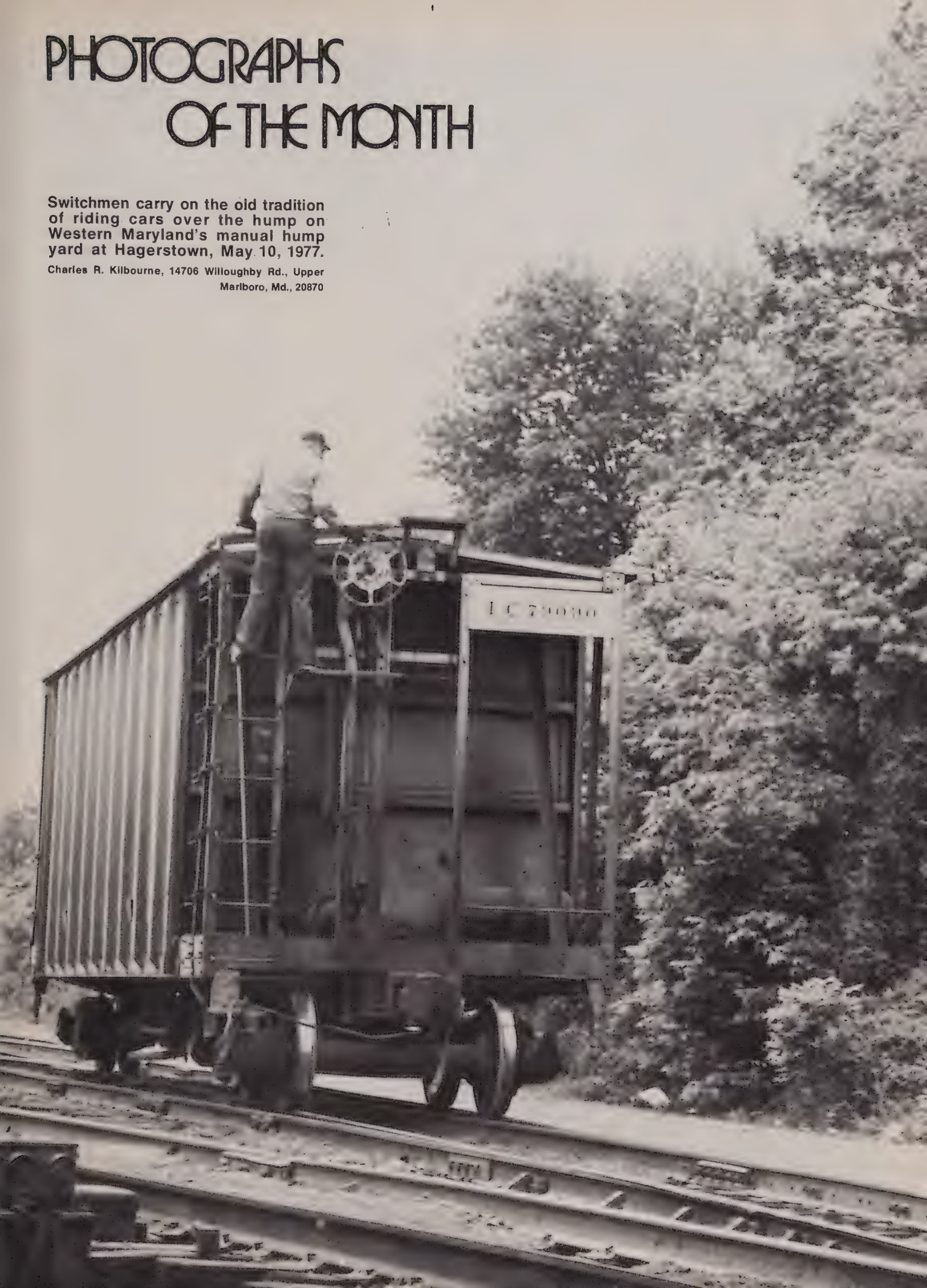


LIGHT WEIGHT	55,900 LBS.	C.G. OF LT. CAR	48.8 IN.
CUBIC CAPACITY LEVEL	4100 CU.FT.	C.G. OF LOADED CAR	77.7 IN.
CUBIC CAPACITY @ HEAP	4489 CU.FT		



The first of a new line of lightweight, high-capcity coal cars with a unique low-center-of-gravity floor design was unveiled recently at Bethlehem's Steel Corporation plant in Johnstown, Pa. Dubbed the BethGon "Coalporter," the car was conceived, sesigned, and believed to represent a breakthrough in high-side, coal-carrying gondola engineering. Design at top gives overall dimensions of the Coalporter, middle view shows interior, and bottom, close-up of rotary dump gondola coal car.

PHOTOGRAPHS OF THE MONTH



Switchmen carry on the old tradition of riding cars over the hump on Western Maryland's manual hump yard at Hagerstown, May 10, 1977.

Charles R. Kilbourne, 14706 Willoughby Rd., Upper Marlboro, Md., 20870

Remember when? Express cart waits for Doylestown-Philadelphia local on Reading Railroad's Chalfont, Pa., station platform about 1950. And now Railway Express Agency has disappeared.

Sterling Wiggins, 35 Mercer Hill Rd., Ambler, Pa. 19002

Under a veritable jungle of wires which create an intricate pattern, a Penn Central Metroliner screams under a bridge and around a curve on the New York to Washington run on Aug. 31, 1976.

Marc S. Balkin, Assistant Editor of Railroad Magazine

Photograph by William T Morgan

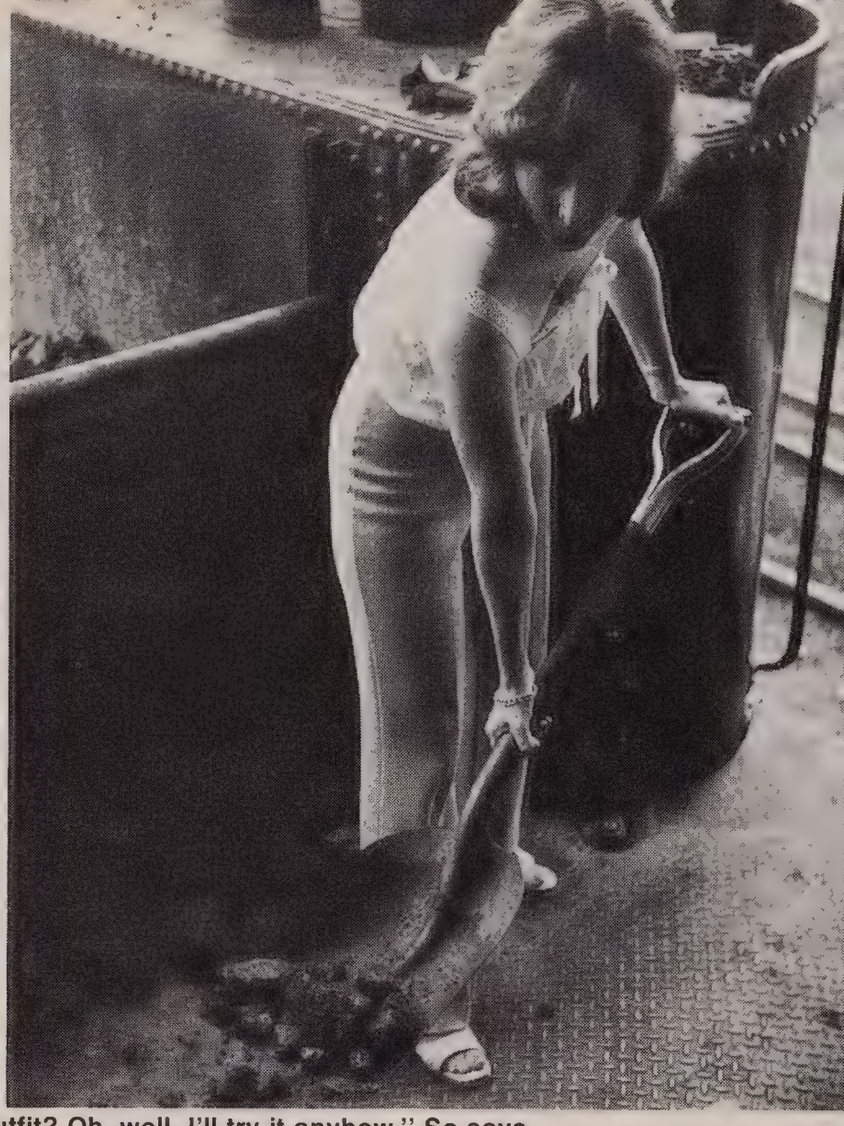
Five Santa Fe units with heavy freight growl eastbound up grade at Cajon, Calif., Feb. 23, 1976.

This is what Georgia Railroad's Atlanta roundhouse looked li

after General Sherman's devastating march to the sea in 1864.

D&RGW eastbound No. 52 in Byers Canyon near Hot Sulphur Springs, Colo., Feb. 14, 1976.

Richard Loveman, 1238 Krameria St., Denver, Colo. 80220

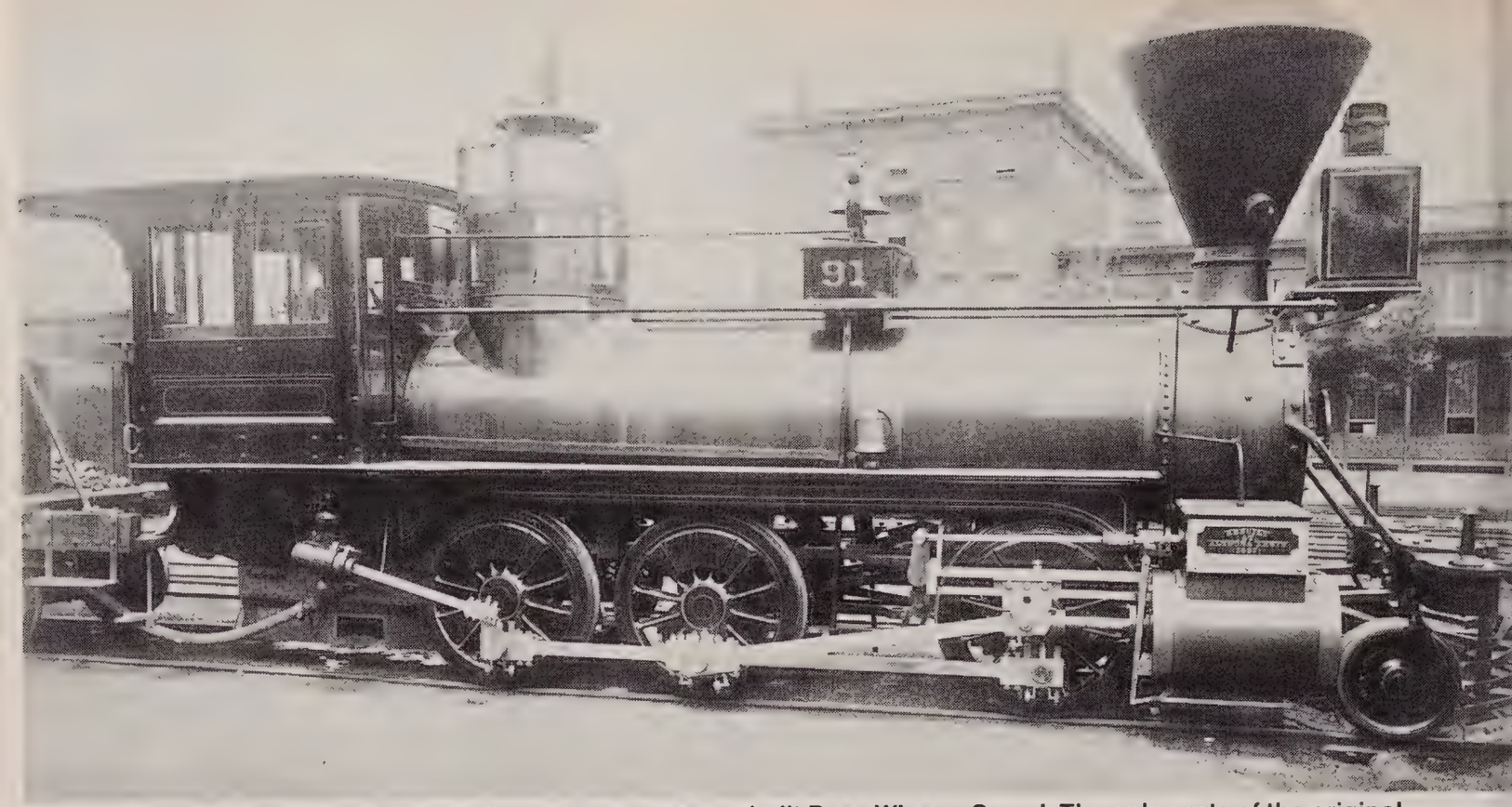


(Top left) "How do they expect me to fire a 2-8-0 in this outfit? Oh, well, I'll try it anyhow." So says Nancy Johnson of Hialeah, Fla., a model railroader who recently won awards in NMRA events. She's shown aboard Orange Belt R.R. Baldwin No. 203, ex-Rockton & Rion No. 11, at San Antonio last June 4th. (Right) Nancy, under the guidance of OB's Jim Herron, tries her hand as a loco fireman.

Fred Clark, Jr., 312 Mariva Ave., Clearwater, Fla. 33515

Bill Rettberg, 547 Brook Rd., Towson, Md. 21204

Six days a week Conrail runs drag with ex-Reading loco from Reading, Pa., to Bethlehem Steel plant, Joanna, Pa., as seen Nov. 7, 1976. GP-40-2s still make run untouched by Conrail power bosses.

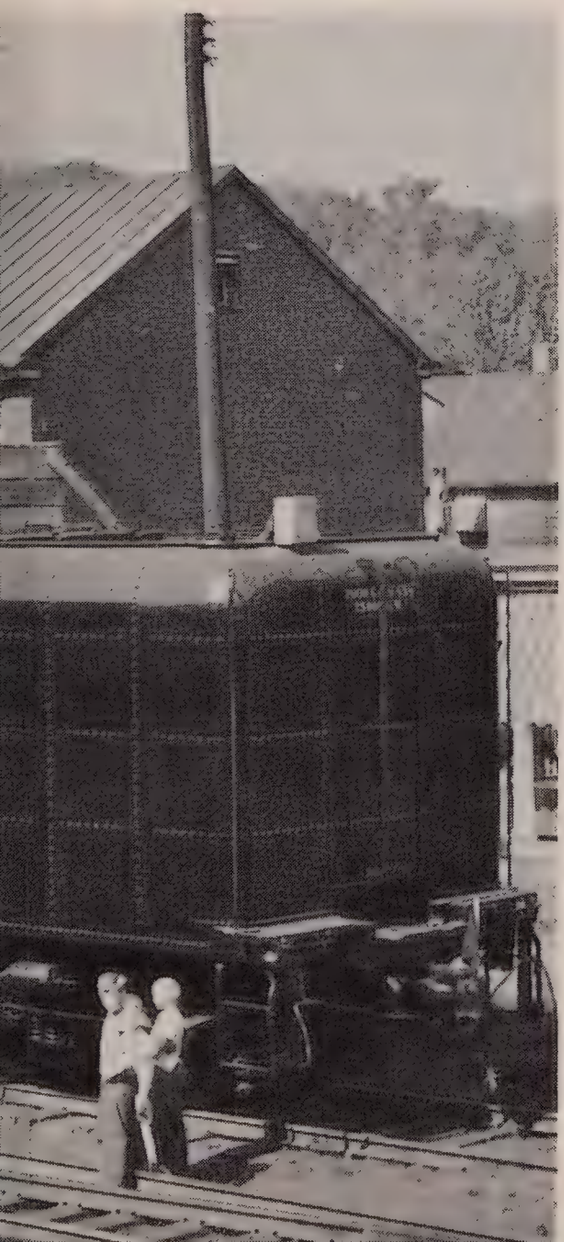


PRR engine 91 (originally the *Logan)* was a rebuilt Ross Winans Camel. The only parts of the original locomotive remaining was the dome, throttle, and relief valves and their springs. This rebuilding was done at Altoona in 1867. After her boiler exploded in 1867 the engine was cut up.

On her way for delivery to AT&SF from Baldwin Locomotive Works, Northern type 3779 stopped briefly at Tamaqua, Pa., where this picture was taken sometime in 1941. Note size of tender.

Four Gems from the Harry P. Albrecht Collection

Anyone have info on these IC suburban trains at Randolph St. in Chicago?



Pennsylvania Railroad ferry boat *Millville,* launched at New York Shipbuilding Co. in 1898, was to operate for 54-years before final "finished with engines" came on March 31, 1952 ending 114 years of service by the Philadelphia & Camden Ferry Co. between Market St. wharf and Camden. Passengers debarked from ferries at Camden for West Jersey & Seashore (PRR) trains for Atlantic City, Ocean City, Wildwood and Cape May. It became Penna.-Reading Seashore Lines in '34.

Harry P. Albrecht, 40 Wilton Ave., Clifton Heights, Pa. 19018

IN SEARCH OF STEAM

With Mike Eagleson

CHESSIE STEAM SPECIALS were big news all summer and still are, as we go to press, but when you read these words I'll be down in South America chasing steam for *Railroad Magazine*.

Some 40 trips, totalling 8,000 miles through ten states, were scheduled to celebrate the Sesqixcentennial of the Baltimore & Ohio, the nation's first railroad operated for the public and now part of the Chessie System. The Cleveland runs in June were co-sponsored by the Forest City Division of Railroad Enthusiasts and Division 4 of the Mid-Central Region of the National Model Railroad Association.

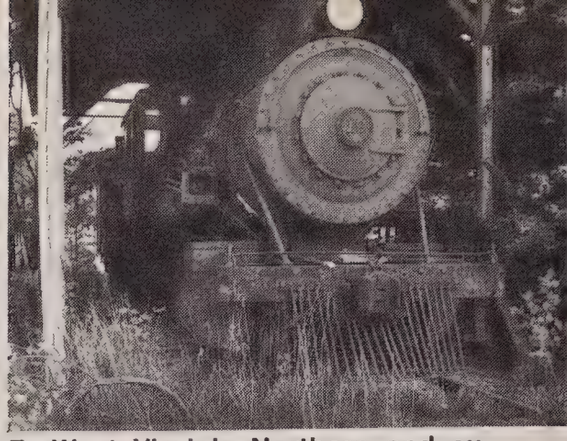
Fares for round trips are $20 for adults, $18 for children under 12. On the one-way moves, fares are $18 for adults, $16 for children under 12. Kids under four ride free.

The train consists of open-window coaches, air-conditioned coaches, a premium-fare first-class parlor car and observation car, a "combine" in which you can set up sound-recording equipment, and a snack and concession car. A gift shop featuring railroad items from the B&O Railroad Museum also is aboard the train.

Locomotive 2101, the steamer that pulled the American Freedom Train in the eastern states the past two years, powers the Chessie Steam Special. The T-1 class engine, 110 feet in length and weighing 809,000 pounds, has for pilot wheels, eight driving wheels each 5 feet 10 inches in diameter, and four trailing wheels. The ex-Reading locomotive, built in 1946, carries in her tender 26 tons of coal and 19,000 gallons of water.

I photographed this special on Memorial Day week-end between Baltimore and Pittsburgh. Highlight of the two-day run was the move from Cumberland, Md., over the famous Sand Patch grande. Railfans were taking bets on whether or not the engine would make the hill with 18 cars. Her exhaust was deafening as she pounded upgrade, laying sand as she progressed and occasionally slipping—at little more than a walking pace. If you had a tape-recorder there at the time, you must have gotten the tape of your life, as the mighty Northern's exhaust could be heard a long way off while she walked up that hill.

ON THE SAME week-end I stopped by Earl Leap's quarry in Madley Pa., to see his 2-8-0 No. 19, originally on the West Virginia Northern and later on the Preston Railroad. The handsome Consolidation appears to be in restorable shape and is stored under a wooden canopy. I had thought her sister engine, No. 18, was on the same property, but could not find her. Perhaps some reader can tell me what happened to the second 2-8-0.



Ex-West Virginia Northern and ex-Preston R.R. 2-8-0 No. 19 stored at Earl Leap's quarry in Madley, Pa.

Both photographs by Michael A. Eagleson

Chessie Steam Special at speed on Sand Patch grade on May 29, 1977.

UNFORTUNATELY for steam buffs, about 20 railroads in Austria were converted from steam to diesel during the past 3½ years. Thus, except for the privately owned and operated line between Graz and Koeflich in Styria, no standard-gage adhesion rail line is left in the country to feature steam power.

It is a real consolation that various standard-gage rack and narrow-gage adhesion and rack lines still operate with steam locomotives, though the following listing is a guide to these railways:

Puchberg-Hochschnbuerg, 5½ mile, 1000mm rack, all steam; Gray-Woeflach, 16 miles, standard gage, steam freight; Vordeenberg-Eisenerz, 13 miles, standard-gage rack, most freights steam; Unzmarkt-Mauterndorf, 48 miles, 760mm, some passenger and freight steam; Garsten-Klaus, 25 miles, 760mm, all steam; St. Wolfgang-Schafberg, 4 miles, 1000mm rack, some steam passenger; Tenback-Mayrhofe, 20 miles, 760mm, some steam trains; Tenbach-Schensee, 4 miles, 1000mm rack, all steam; Bludenz-Schrums, 8 miles, standard gage, steam excursion; Breginz-Bezan, 22 miles, 760mm, steam excursions.

CLINCHFIELD RAILROAD had steam passenger excursions again this past summer, using 4-6-0 No. 1. A long list is available for September and October excursions.

TEXAS STATE 2-8-2 No. 400, formerly Magma Arizona No. 7, and originally Tremont & Gulf No. 30; is being rebuilt at Houston, Texas. She will soon be joined by 4-6-0 No. 201. Hahn & Clay was awarded the contract to

RAILROAD

rebuild the Mike and the 10-wheeler following the default by the original contractor. No. 201 was on display at Abilene for many years as Texas & Pacific No. 75, after working for th Paris & Mt. Pleasant as their No. 316. It was originally T&P No. 316.

Except for the tender, the 2-8-2 will be rebuilt completely. The tubes and dry pipes have been removed from the boiler while the pistons and vales have been taken apart and inspected. One problem uncovered so far is the missing air-compressor parts. The original contractor disassembled the compressor at Maydell and let the parts get scattered around. The tender is a riveted Vanderbilt.

Since the water tank is beyond economic repair, a new welded tender will be fabricated. This work may be subcontracted to Richmond Tank Car Co. The welded tender will be the major visual alteration to the locomotive. Hopefully, these engines will soon steam again with a long life ahead. So says *Desert Rails,* newsletter of the Arizona Chapter of NRHS.

OPERATORS of the Gold Coast Railroad, a tourist attraction down in Florida, forgot to tell the police when they decided to stage a fake oldtime train holdup to thrill the passengers.

Two masked "bandits," baring cowboy hats and waving real-looking pistols, boarded an ancient steam engine one Sunday and startled about 75 passengers as they chased the conductor through three cars, corraled him in the baggage car, and made off with the "loot" on foot.

Citizen-band radio operators saw the action and called the police. So did bystanders in a shopping center where the train pulled up. Sheriff's deputies roared up and blocked the train's departure until the red-faced operators confessed the hoax. It has always seemed to me that a ride behind a steam locomotive is enough attraction in itself without the use of phoney stickups.

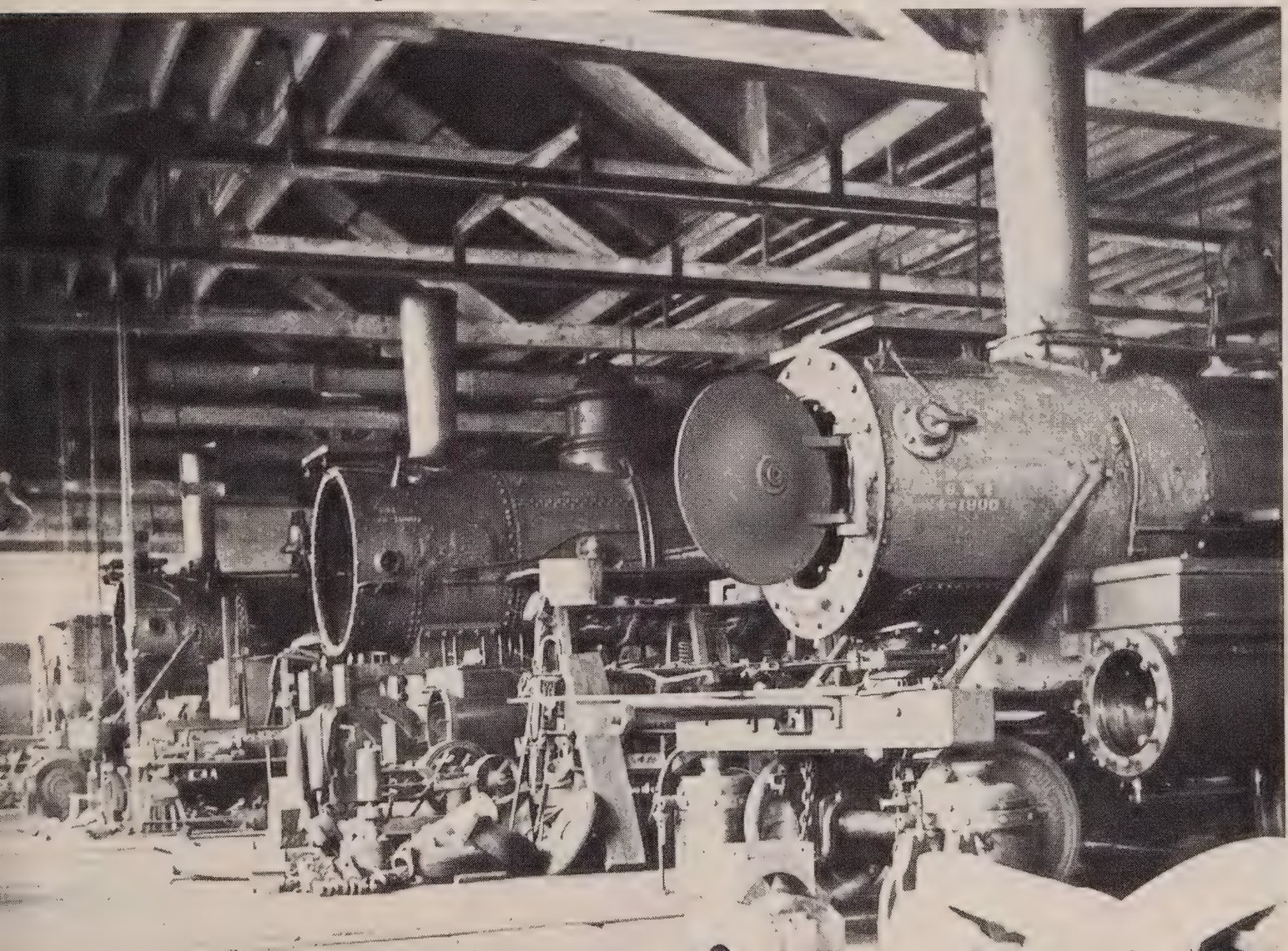
CONTINUE SENDING steam news to Mike Eagleson, 37 Edgemere Avenue, Mt. Arlington, N.J. 07856. Thank you.

T-1 pulls crowd at Lansdale, Pa., along her old ex-Reading mainline.

Karl Kraus, 120 Forest Rd., Fanwood, N.J. 07023

Harry Boggs photo from L.E. Griffith collection

Tall-stacked engines in Chicago, Burlington & Quincy backshop at Galesburg, Ill., in 1900.



A train of old-style Pennsy m-u coaches passes Elmora tower at South Plainfield, N.J., in March, 1976. Under Amtrak ownership, tower no longer has nameplate.

Photograph by Marc S. Balkin

PASSENGER TRAIN SURVEY

THE PIONEER, with Amfleet equipment on the newest addition to the nation's passenger routes, went into daily revenue service on June 7 between Seattle and Salt Lake City via Portland, La Grande, and Boise. Prior to that, it made a special inaugural run on June 4, 5, and 6, stopping now and then for brief ceremonies conducted by Amtrak, Federal, and local officials and for public inspection of the new service.

Amtrak spent nearly $500,000 to improve 13 stations along the route in preparation for the *Pioneer,* which is a reserved train. Passengers desiring to ride it may utilize Amtrak's toll-free number for schedule, fare, and reservation information. The number for Washington, Oregon, Utah and Idaho is (800) 421-8320.

Service over Amtrak's new *Hilltopper* route linking Washington with Richmond, Petersburg, Roanoke, southern West Virginia and Tri-State Station in Catlettsburg, Ky., went into effect June 1. The schedule allows good connections in Washington for points in the Northeast and in Tri-State Station for Cincinnati and Chicago.

A connecting bus service between Amtrak stations in Norfolk, Suffolk, and Petersburg permits Tidewater residents to connect with the *Hilltopper* for travel to western and northern points. Also at Petersburg, passengers from the western portion of the *Hilltopper* route, or from the connecting bus from the east, can connect with the *Palmetto,* a train to the Carolinas.

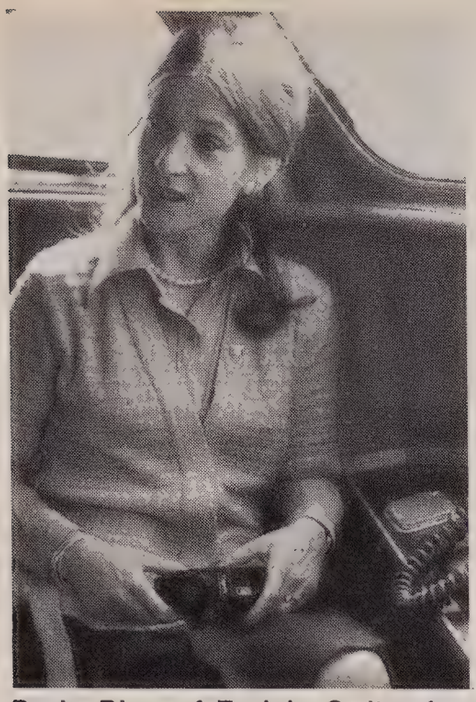
Amtrak has been serving Maysville, Ky., with its Washington-Cincinnati-Chicago train, the *James Whitcomb Riley,* since June 12. Its schedule lets Maysville-area residents ride to Cincinnati, spend a day there, and return by evening. Or, it permits a convenient daytime trip to Chicago. The train also offers overnight service to Washington, D.C.

SEVERAL Amtrak train passengers were forced to switch to Greyhound buses one day when the westbound *Lake Shore Limited,* due in Cleveland at 7:25 a.m., was three hours and 40 minutes late. At least 10 passengers waited for the train, but several who planned to catch connecting trains in Chicago opted for the bus. Greyhound honors Amtrak tickets, but this was the first time since winter that Amtrak station manager Santo Cala directed passengers to Greyhound. The *Cleveland Press* quipped, "Amtrak leaves the driving to Greyhound."

AMTRAK is converting 25 conventional sleeping cars to match its new, all-electric Amfleet trains. The steam-heat systems, axel-driven generators, etc., are being removed and replaced with electric heat and air-conditioning. These cars will be used on three trains already operating with Amfleet; the Washington-Boston *Night Owl,* the Washington-Chicago *James Whitcomb Riley,* and the *Panama Limited,* which runs between Chicago and New Orleans. Also on the Montrealer (Washington-Montreal) when it is "Amfleeted" later this year.

The cars are Budd-built stainless steel. ICC requires all overnight trains to include sleepers; but due to equipment incompability, it permits Amtrak to operate the *Riley* and *Panama* without such facilities until the proper cars can be had.

AFTER DRIVING his automobile into a Southern Pacific embankment two hours before Amtrak train derailment,



Doris Bipp of Zurich, Switzerland, rides Ontario Northland's new train *Northlander* on May 28, 1977.

Kenneth A.W. Gansel, P.O. Box 1108 Niagara-on-the-Lake, Ont. LOS 1J0, Canada

Steven R. Perkins, 20, was fined $625 for drunken driving that caused minor injuries to his passengers. Sentenced by a justice of the peace at Corning, Calif., he was placed on probation for two years with orders not to drink alcoholic beverages just before or while driving a car.

Evidence showed his auto ran into a stop sign and then hit the embankment, possibly shifting the ties to such an extent that the train jumped the track, injuring about 36 train passengers, none seriously, and causing railroad damage estimated at $395,000. The size of his fine is out of all proportion to the damage involved.

According to a memo circulated in the Amtrak offices in San Francisco, the engineer of the northbound train saw a kink in the tracks as he approached the spot where the auto accident had occurred. He slammed on the air brakes, but the train was hurled from the tracks. This news comes from one of our *Interesting Railfans,* Miss Ramona K. McGuire, 2235 Tehama, Apt. 7, Redding, Calif. 96001.

"AMTRAK has taken the passenger services out of the hands of the railroads—which allowed them to deteriorate while they concentrated on profitable freight—and offers travelers a chance to get out from behind the wheel and to escape the airport jitters."—Fred Baer in *The Toronto Star.*

THE *NORTHLANDER,* a new idea in Canada in a single-unit passenger train, styled in the manner of the famous *Trans-Europ-Express,* is now operating on the Ontario Northland Ry. between North Bay and Timmins, Ont., six days a week, including every week-end. All seats are reserved. You can choose between compartment or coach accommodations at the same fare. One section of the *Northlander* consists of European-style, glassed-in, six-passenger compartments, ideal for families, small groups, or individuals. The coach section has single facing seats on one side of the aisle, double facing seats on the other side. Both dining-car meals and snack-cart service are available. So says Jim Mills, ON signal maintainer, Swastica, Ont., Canada.

Down by the Depot

THE ICC has denied the application of the Terminal Railroad Assn. of St. Louis to abandon Union Station or to postpone the effective date of an order fixing compensation for Amtrak's use of the facilities. Examination of the record shows a clear need for passenger service at the station, the ICC said. Previously, it fixed Amtrak's payment for use of tracks and facilities at $390,000 for a two-year period ending July 14.

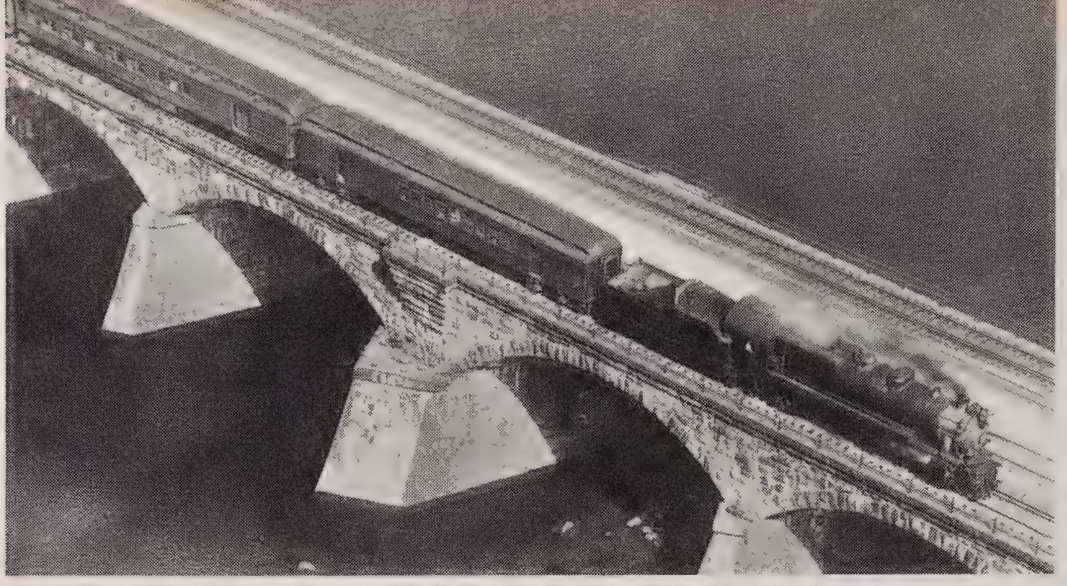
THE WAITING ROOM of P&LE station in Pittsburgh, Pa., will be the location of the Grand Concourse Restaurant scheduled to open in November as part of the Station Square development on P&LE property under a long-term escalating lease to the Pittsburgh History & Landmarks Foundation.

AT WARRENTON, a smal northern Virginia community 40 miles from Washington, D.C., Ali and Karen Dorbayan have opened the doors of The Depot, a restaurant created from a nearly forgotten Southern Railway passenger station. For Ali and his wife, it culminated almost two years of searching for a location in the capital area and then nine months of hard work on the station. Ali says he learned a lot about building restoration and how expensive electricians and plumbers can be these days. The former passenger station, built in 1907, was closed in 1961.

THE FORMER PENNSY station on Ross Avenue in Wilkinsburg, Pa., has been designated by the Pittsburgh History & Landmarks Foundation as an historical landmark. This action spares the 60-year-old edifice from any demolition project and may also help a local civic group to attract grants for its restoration. Penn Central sold the building in 1967 to the borough, which now leases it to the Wilkinsburg Landmark Arts & Crafts Center Foundation.

Engineer on eastbound CP Rail's *Canadian* in B.C., checks train in 1972.

Dykstra Photograph, Port Moody, B.C., Canada



Air view of Pennsylvania Railroad's *Broadway Limited* in the steam age.

Broadway Limited Celebrates 75th Year

THE *BROADWAY LIMITED* celebrated its 75th year on June 15th. The Pennsylvania Railroad launched this train on June 15, 1902, the same day that its rival, the New York Central, started the *20th Century Limited.* Both great trains made history with their "speed wars" between New York and Chicago in the early and mid-1900s.

At first the PRR train was called the *Pennsylvania Special;* but confusion due to the similarity of its name with that of the *Pennsylvania Limited* led to its being given its present name on Nov. 24, 1912. You might think the *Broadway* was named for New York City's famed theatrical street. Not so. It was to honor the broad right-of-way over which the train operated, generally four tracks, with six tracks between New York and Philadelphia.

The *Broadway* and *20th Century* were highly competitive. As one railroad trimmed its flagship's travel time, so did the other. In 1919, 1938, and 1948, as the Pennsylvania re-equipped its *Broadway,* the New York Central did the same with its *Century,* effective the same date. The greats of stage, screen, politics, and industry made the passenger lists of both trains a virtual Who's Who. But as rail travel declined, many frills were dropped.

Finally, in 1967, the *20th Century Limited* was discontinued, and the *Broadway* was left to bear the laurels of railroading between New York and the Windy City. The *Broadway* was continued, too, without interruption when Amtrak took over responsibility for the nation's intercity rail passenger service on May 1, 1971. A year later to the day, Amtrak rolled out its first fully refurbished train, the *Broadway.* Film star Gloria Swanson christened the new version of the *Broadway* in New York, and Chicago's Mayor greeted the train's arrival in his city.

Broadway passengers on June 15th honored the anniversary with free champagne and birthday cake. Amtrak hailed the event by hauling both trains, each 18 cars, between New York and Harrisburg with its recently renovated GG-1 electric locomotive No. 4935, which now bears the original PRR paint scheme and number. Several railfan groups were represented on the anniversary run.

In the parlor car, young people were singing around a piano with friends they made in the long, memorable night. The train repeatedly lost time overnight and was two hours behind schedule when it pulled into Lima, Ohio.

There Maurice Graham, elected King of the Hoboes during a 1973 hobo convention, climbed aboard and began passing out autographed sketches of himself. A rugged man in his 60's, Maury said he had attended too many last runs for railroad trains and wanted to celebrate the survival of the *Broadway*—even if he had to dig into his pocket for the ride.

"You always enjoy something more if it's free," he told his young admirers in the parlor car.

On June 16th at 11:00 a.m. Central Standard Time, the *Broadway Limited* pulled into Chicago, 2½ hours behind schedule, 21½ hours after leaving New York and Washington. The trip took an hour and a half longer than it did three-quarters of a century ago. The delay was not due to Amtrak nor the crew nor the motive power but to wobbly trackage and slow orders.

On its maiden run the predecessor of today's train, consisting of a steam engine and four wooden coaches, covered the 904 miles from New York to Chicago in 20 hours. Today, the schedule allows 19 hours. The best times were reached in the late 1940s, when a spanking new *Broadway Limited* made the westbound trip in 16 hours, returned in 15½. But a bad wreck at Mentor, Ohio, caused a lengthening of the time for all future runs. In 1905 she was clocked at 127 miles per hour. Today, thanks to speed limits on the deteriorated roadbeds, she seldom does half that.

The glory days of the *Broadway* was a time of rosebuds for the ladies, mints after dinner, shined shoes, whiskbrooms lavishly wielded, hair singed for 25¢ by the barber on board, conductors with silver watches and paternal bearing. A time when little boys' eyes got as big as bullfrogs' when a train went by. ●

BALLAST SCORCHER

by Blanche Mosler

Daughter of a Rock Island Hogger in the Steam Age, Our Author Sometimes Rode in His Cab and Learned From Experience the Railroading She Writes About

EVERYBODY on the Flatland division was aware that Charlie Walsh was new to the Oklahoma & Western. This fact accounted in part for what happened later. It was also pretty generally known that Superintendent Walsh lacked the ability to size up a situation as a whole; his railroad vision was lopsided. Mr. Walsh was familiar with speed, tractive effort, train resistance, and what he called efficiency. He could whip out a ball-point pen and make neat little figures to prove his theories of drawbar pull. But he seemed unable to measure the human element.

The new super was pleased with himself as he stepped out from a patch of black shadows in the Darlton Yard on a cold, windlashed autumn night in 1942. How could he have guessed there was a feeling of enmity between "Cautious Sam" Tinsley, a recently promoted conductor, and the engineer of a certain string of freight cars nearly ready to roll, or that this disagreement would turn out as it did?

"Tinsley!"

Wind buffeted the brass collar's loud voice. Sam did not hear it. The tall, angular skipper was checking a load of livestock billed for Kansas City. He made a remark to his hind brakeman, then went on with his job, as the division chief crossed the track toward him.

Something in this conductor's plodding method was mildly annoying. The irritation increased in Walsh's mind, he knew not why, as the arc lights in that section of Darlton Yard revealed Sam's arms as a bit too long for his jacket sleeves and his legs too extensive for his faded overalls.

Closer now, the executive

spoke more sharply. "Say, Tinsley!"

"Yes, sir." said Sam, but not until he'd examined a car door with exaggerated care to make sure it was fastened right for his four-legged passengers. The parlor man went on checking. Sam was a young man of few words, but made those few count.

"Feel pretty good over that promotion, eh?" Walsh's smile filled his plump red face.

"Mighty fine," agreed Sam.

"Been putting the livestock in on the dot, haven't you?"

"No complaints—so far."

The superintendent nodded approvingly. "That's what I mean. I've been keeping a close watch on you since I came here."

"Uh-huh. Figured somebody was."

The way Sam eyed Walsh now, you might have thought the super had a loose boxcar door or a scorched journal.

"What I mean is," the brass collar went on, "there's never been a damage claim for livestock nor loss of any kind on freights you've been in charge of."

"Don't aim to have any." Sam's voice was dry and challenging, as if to fend off censure.

But the super was impersonal. His attention was fixed on the O&W's huge wartime freight—munitions, airplanes, machines, gasoline, lend-lease foodstuff—priority shipments moving on the new redball schedules that sometimes even put passenger trains in the hole.

Walsh grinned at the mental picture of passengers waiting on a sidetrack. His only thought regarding personnel at the moment was picking the most capable men for freight crews.

SAM TURNED to polishing the letters on his conductor's badge and he drawled: "Now, you take livestock. Got to handle 'em gentle, as if couplings was molasses. Hogs are delicate. If you spray 'em when they're hot—"

"Hogs be damned!" the super cut in briskly. "The railroads today are facing bigger tests than how to spray hogs. We're moving war goods, Tinsley! That means real jobs for all of us from top to bottom! Hereafter I'm picking crews carefully. No more students on war freights. Every man must hit the ball."

"Yes, Mr. Walsh," Sam gulped.

"When you come back, Tinsley, another run will be waiting. Shoot it over the line fast and safe."

His spark of enthusiasm nearly caught conductor Tinsley, but not quite. Walsh hadn't power enough to throw it. The fellow who could, Dick Ellison, climbed that instant into the cab of a big freight engine not far off. As the car inspector made his rounds of Dick's train, wind caught up the engineer's words and hurled them over to where Sam and the super were standing by the load of livestock.

"Get going, fellow!" Dick yelled at the car tink. "This ain't a funeral. Where in hell's that conductor?"

Sam pricked up his ears. He, too, was watching. He knew Dick Ellison only too well. He saw a shadowy figure, presumably the conductor of that train, approach the cab and extend a sheaf of orders. He saw Dick grab the flimsies and heard him read them to his skipper, who checked them against the clearance. Before it seemed that they could be half finished, the fire-eating engineer whistled impatiently for a highball.

Dick didn't bother much to look for flashes of answering lantern signals. He didn't care whether or not his crew caught on. By the time the caboose came by, his conductor had to do some wild sprinting to grab it. The train was picking up speed. In fact—and Sam didn't miss this, either—Dick was rolling so fast that he didn't take time to make the running airbrake test. Why bother with a trifle like that on this flat prairie land? he probably asked himself.

Sam imagined he could see the head brakeman trying to hit the ground up a ways to throw a switch, while the know-it-all hogger bore down on him before he was through.

Sam frowned and glanced at Walsh. The superintendent was plainly not perturbed. He was looking in another direction, toward the south end, where the yardmaster was giving orders to a night switch-engine crew. Again Sam's eyes shifted to the north, toward swift-vanishing markers of Dick's outgoing caboose.

Walsh surprised him with a sudden remark: "You need an engineer like that, Tinsley. Somebody to give you pep and vinegar."

"Who, me?" Sam gasped, stabbing the super with a dirty look.

The super nodded. In the gleam of the yard-goat's headlight he was silhouetted with metallic sharpness. Arc lights shook. Their glow showed a new and troubled fighting spirit in Sam's face.

Walsh turned on his heel, crossing back quickly, the way he'd come. Sam hurried to get his own crew's orders. Meanwhile the storm had lifted to a howl. Rain swirled up and down shadowy stretches between freight and passenger trains. Wind whistled around cars dimly outlined on their special tracks.

The gale veered, coming down straight from the north. Somewhere up there Dick's whistle would be trailing back, gloating. Sam's long legs swung onto the steps of his own caboose. A minute later his train also was rolling northward. Sam settled down to do book work. But as gusts beat against the freight, book work was not easy. His mind reverted to the days when he was a student brakeman.

THREE YEARS before, Dick Ellison was firing for Pat Kelly, ballast scorcher of the Oklahoma & Western. Kelly was burning up the iron with manifest freight. When the brass collars had a really important fast shipment they usually coupled it onto Pat's pet Mikado, the 197, secure in the knowledge that he'd deliver the cars to Kansas City on whatever schedule they gave him. Pat, they claimed, had the Devil's own luck in getting them over the line.

That was the set-up when Sam Tinsley hired out as student brakeman. Sam was not known as "Cautious" in those days. No, sir; Dick Ellison hung that derisive tag later onto the lanky kid. But Sam was green. They didn't come any greener this side of Ireland. Gruff, big-hearted James Lynn, Kelly's conductor, took a liking to the lad and put him wise

to the things a brakeman had to know.

Dick Ellison, an ambitious fireboy, did more than shovel coal and measure water by letting the clinker hook down through the manhole. He sized up Pat and wanted to move over on the right-hand and be a runner exactly like him. Such engineers had adventure. Folks spun tales about 'em. If Pat Kelly dodged cornfield meets on short time—and he seemed to—wasn't he thumped on his broad back with grins and compliments? That, to Dick, was a man who knew how to live.

But Sam, checking over freights as they rattled past him, or hanging out the cupola, would strain his eyes and ears and nose for the faintest indication of a hotbox or a dragging brake-team. In short, Sam's ideas were being shaped by Jimmy Lynn. Conductor Lynn went in for efficiency, but always on the safe side.

When they sat in the caboose over steaming hot coffee and Irish stew one day, Lynn put it this way: "Yep, ballast-scorching is all right—for a while. But once your train is ditched and you are killed or crippled or fired, nobody remembers what a great guy you used to be."

As they dived into apple pie, Sam inquired: "Didn't you ever take a chance, Mr. Lynn?"

Rain, as on that faraway night, splashed against crummy windows. The grayhead listened thoughtfully. He seemed to be looking back.

"Yes, kid, I did," he admitted, "because I've been at this game a long time. But only when there were things at stake that mattered. Got to use your brain to decide what's important and what isn't. Things do happen, once in a blue moon, that are worth risking your life for. There's lots of difference between that and merely being reckless."

Sam nodded. He did get what Lynn was driving at, all right; but he didn't think then that one day in the future he'd be forced to make just such a decision himself.

Almost from the first night Jimmy Lynn came on with his bunch of waybills, the crew argued his theories back and forth. Sam sided with conductor Lynn, while Dick Ellison supported Kelly. Now and then the engineer became too reckless, and Lynn would reach for the valve and pull the air on him. This irritated Kelly so much that he swore like hell.

The head brakeman divided his loyalty according to his moods and what he had been imbibing. When he was full of liquor he championed the engineer's viewpoint and railroaded dangerously. When sober, however, he was impressed by Lynn's case and muttered such truisms as "Better safe than sorry."

One night Pat Kelly had taken a stiffer drink than usual and was correspondingly careless with taking up slack and letting it out. At first Lynn kept his head. But things blowing up on the Flatland Division blow up fast. So when Kelly almost ran down the variable head brakeman, conductor Lynn headed for the cab with fire in his eyes.

Now, the head brakeman also had been breaking Rule G, and this being one of his periods of railroading dangerously, he'd been hopscotching between the rails. Jimmy Lynn clenched his fists and let Kelly have it, with the result that both men were discharged for fighting.

Lynn never got back on the Oklahoma & Western. Kelly finally did—in time to make one last short-time trip. Maybe by then he'd grown rusty. Anyway, he went to glory under the wheels of the 197.

TONIGHT, as Sam Tinsley caught up on his reports, all of this lay far in the past. Maybe it wouldn't have made too much difference, but for the fact that Dick had become what he'd wanted, another Pat Kelly, while Sam was almost a carbon copy of sensible Jimmy Lynn.

The kid was rather proud of his own safety record. Proud of this new responsibility of running the train—taking charge of waybills, directing the switching of cars and the loading and unloading of freight. Proud as ever Dick could be of his speed. As Sam peered out the caboose window, he made up his mind that Dick was never going to spoil that record.

The young skipper untwisted his skinny legs and grabbed up his lantern. As he did so, he muttered to himself: "Dick Ellison had better figure on railroadin' my way, from the next trip on."

Only, as things turned out, that next trip wasn't quite what Sam had intended. It wasn't so much a long whip of black squat tankers filled with crude oil that made the going tough. Sam had heard about the new plan to shove solid oil trains straight from the fields to one-point Eastern destinations. That would eliminate terminal switching en route and speed things up.

What made the future look bad was that a crew personally chosen by the super, working the first of these solid-block oil trains over the Flatland Division, seemed to be hand-picked and then some, when it came to their being on Dick Ellison's side. Sam couldn't swear to this at first. It was just a hunch as he ambled toward the cab with the orders.

A minute afterward he knew the hunch was correct. Ellison stamped around on deck with his old restlessness. The hogger was powerfully built, redheaded and redfaced, with roving brown eyes that could burn in anger with ugly glints. Sam had an uneasy feeling in regard to shooting this wartime stuff fast—and safe—how it was going to end.

Dick was spinning a tall yarn for "Fats" Bailey, his regular fireman, and George Kassel, a new head brakeman. The two appeared to be swallowing it whole, with great admiration. Either they hadn't heard the crunch of feet on the slag, or didn't care.

As Sam lingered in the protective shelter of the tender, he could hear Dick Ellison say as he squinted at the steam gage:

"Yes, sir, these are the days to go to town; but we get stuck with a slow conductor. That guy Tinsley is afraid he'll get canned for merely pulling in on time."

The new brakeman was smirking at Ellison. Fireman Bailey was tinkering with the automatic stoker. He was a burly, bronzed, young giant, with the lasting qualities of a village blacksmith.

"Sam'll get over it," Bailey said.

The engineer laughed. "Listen, Johnny," he ordered, "see that this stoker doesn't jam again. We

need lots of steam, so the skipper can enjoy a fast ride for a change. You'd hate to go back to hand-firing, eh?"

"Stoker'll be set where it works best," the tallowpot assured him. "You'll get enough steam."

"And see here," Ellison went on, "let's not have any more talk of leaky flues and such. The sort that spoiled our last trip."

SAM PUT in his appearance with the orders, and the car inspector gave an okay. Before the train—a dark whip of oil tankers—started to roll, Ellison taunted the cautious conductor.

"This train is going to step right along on schedule," he said. "Don't pull any tricks to hold us up."

The skipper was still frowning as he caught the caboose. Not alone at what Ellison had just told him, but because he realized he'd made enemies out of most of this new crew. As the glow of the familiar switch shanty fell away behind the long weaving rumble of the tankers, Sam made one more discovery.

On a dark night they rolled away from Darlton Yard; not the faintest points of any starlight lit the Flatland Division. Sam, stopping briefly on the waycar platform, was watching the last lights of the yard and the fields beyond, shrouded in darkness. "Snappy" Greene, his new parlor brakeman, stood framed in the doorway.

Greene was a little man with plain features. He spoke genially. "Everything okay, skipper?"

"Don't know for sure," Sam replied. "Inspector said it wouldn't hurt to watch three of the tankers about midway. Seems he saw a man fooling around them shortly before we pulled out."

A long pause. The brakeman solemnly spat tobacco, bit off a chew, and then: "That so?"

Sam decided to sound out the fellow. There was something unusual in the air. He felt the sway of the caboose, the surge of blackness swirling around them, and he knew that, up in front, Ellison was opening the throttle notch by notch.

He asked quietly: "Did you ever pull the air on a smart hogger with ants in his pants?"

Again the hind man spat leisurely, as though he had all the time in the world. Light from the crummy lent him a dark, crafty look.

"No, skipper," he replied. "Not on this hogger, anyhow."

"Uh-huh," nodded Sam. "Well, maybe you'd better keep an eye on those three cars."

Without another word, the parlor man headed for the cupola. Sam appraised him as a good car hand. Still, you never can tell. . . .

MAYBE an hour later, a funny thing happened. They'd been doing routine railroading, for the most part; but as green lights of stations swam up out of the darkness the conductor knew that Dick Ellison, up at the smoky end, was widening on the throttle more and more.

The possum-belly just in front of the caboose seemed to be rearing up, then diving down, as wheels leaped forward. Greene, too, must have noticed it, for at that moment he worked his way out of the caboose window and headed over the tops.

Acting on a hunch, Sam untwisted his legs, climbed up to the cupola, and stared after the brakeman. What he saw made his eyes bulge. Snappy Greene was really covering those running boards in the tradition of his nickname, skimming over them like a shadow. But for all of his fast going, Sam was almost positive that the brakeman didn't get as far as the three cars that needed watching. His indeterminate figure out there in the darkness suddenly seemed to crouch low. Then, a minute later, he came running back again.

Sam ducked down from the cupola and was opening his locker door when Greene reappeared. "Well?" asked the conductor.

"They look okay, so far."

"That so?" quizzed Sam shortly. "Say," he added, "you've been around a lot, I reckon? It sticks out all over you."

"Pretty far," returned the brakeman, slightly puzzled.

"But not quite far enough," hinted the conductor, referring to the recent inspection.

The brakeman grunted and shifted his chew. His eyes dropped. The train now was lashing past a drag that had been sidetracked for them. Noises as they rushed by seemed to warn: *Watch out now, Sam. Don't start anything you can't finish. Once you are canned, you're done for. There's no coming back. . . .*

BUT SAM TINSLEY had to go hunting trouble. He might have got busy with his wheel reports. Or he might have just been content to say, "Ellison sure is making time," as most conductors would have done. He didn't do either.

Not only was he stewing about the three tankers up there, but now he was studying his watch and his orders. Already they'd not only met the superintendent's new schedule, they were beating it. Ellison was rapping the stack off their big freight-hauler, a 4-8-2.

In the second that it took Sam to untangle his long legs he realized, on top of everything else wrong with this set-up, that this caboose was not and never would be home to him, in the sense that all the others had been. Why, the old bunch he used to work with would be chinning among themselves. The parlor man would be alert, helping the con instead of apparently working against him.

Sam headed out over the car tops and found the running board of the first tanker. As the string swerved on curving track, he caught the rough wash of the crude oil inside. Yep, the twisting black tanks were traveling! Sam edged along from one dangerous car to the next.

Yet, despite the speed and the type of load, Ellison was handling her rather smoothly, as such tonnage goes. Dick might be fast like old Pat Kelly was, but at least they were still all in one piece.

Sam sniffed cautiously to detect, if he could, any odor of leaking oil. A sprinkling of pale stars crept across the sky. In the faint radiance, Sam imagined he saw the others he'd been studying a little while back: wrinkled green tissues, the operator's careful writing.

Then it clicked! The dispatcher had ordered them to crawl into the long siding ahead, to let by a passenger coming against them.

Ellison ought to be slowing for it now, but he wasn't. The engineer was still widening, notch by notch. The conductor's lips tightened. So this was what the speed fiend was up to? He must be figuring that he had just about enough time to risk racing the passenger train with his load of oil!

"We need lots of steam, so the skipper can enjoy a fast ride," Ellison had said. Well, this was it!

They rolled up to the long siding with no sign of slowing down. Probably the head brakeman was snickering in the cab as Ellison raced on short time.

There's only one move for a skipper to make in a case like this. And Sam made it. He turned back, sprinted across the tanker running boards toward the caboose, and grabbed handrails with desperate fingers.

SNAPPY GREENE was watching him closely instead of protecting the rear. But Greene wasn't grinning at him. The brakeman looked bewildered—Sam hadn't time to study the riddle right now.

"So you never pulled the air on a hoghead? Well, you're sure going to see it done now."

It was not "Cautious Sam" who spoke then; the spark had caught at last! Things were happening fast. So fast that Sam hadn't time to be amazed. Greene's mouth stretched into a vast grin.

"You're askin' for a fight, skipper, but I'm with you."

Sam's long hand shot out for the aircock, but just before he touched it he became aware that the train was slowing down. Sam and the brakeman stared at each other. They waited for a back-up signal, thinking that Ellison may have seen his mistake and intended to pull into the siding. But he wasn't. For as Greene returned to life, grabbed a lantern, and got ready to answer, no signal of three blasts came at all. And the tankers were still rolling, but in a way that made you figure something must be cockeyed.

The conductor was already out on the tops again, heading for the engine cab. His first impulse has to do with the three tankers he'd been worrying about ever since they left Darlton; but when he crossed over those cars they seemed to be rolling all right. He kept going until he stumbled into the cab, into a scene he'd never forget.

There sat the grim-faced head brakeman, George Kassel, his eyes wide with fear. Fireman John Bailey, he of the herculean frame, was occupying the engineer's seat and gradually bringing the train under control. These two men were revealed to conductor Tinsley in his first split-second glance.

The engineer, Dick Ellison, was slumped back on the left-hand side, his eyes glazed, and blood slowly oozing from his right shoulder.

Sam turned to Kassel. "What in hell's the matter?" he inquired sharply. "Tend to that man, will you! What happened, anyhow?"

The head brakeman spoke in jerks, as if coming out of a daze. "Somebody—shot—him. Bullet almost hit—me."

"Who shot him?" Sam asked.

Kassel got himself under control. "I don't know. Somebody out there in the night. Saboteur, maybe."

John Bailey was in no mood to rib anybody. "Guess we'll have to back up into that siding," he said. "We can't beat the passenger now."

With daredevil engineer Ellison out of the picture, the tallowpot seemed to have lost his nerve. Or had been frightened as his own narrow escape. Sam was thinking fast. If they backed into a siding, wouldn't that be an open invitation to further trouble? Maybe a gang would take pot shots at them all, or blow up the trainload of oil. Oil needed urgently in the war effort.

THE MEMORY of Superintendent Walsh's words swam into his ken: "The railroads today are facing a bigger test than how to spray hogs. We're moving war goods."

The head brakeman's whine cut into his recollections with: "Let's back her up, skipper."

But another voice, a voice from the past, drowned out the brakeman. In the consciousness of Sam Tinsley, the rain was spattering an old crummy window, while another conductor, Jimmy Lynn, was doing the talking. Lynn was saying: "Got to use your brain to decide what matters and what doesn't."

As George Kassel repeated, "Let's back her up," the lean and gaunt young conductor drawled:

"Back her up—why?"

"Orders," said the brakeman.

"This time," Sam said firmly, "we make our own orders. I'm the conductor. We're making a run for it."

"But—" spluttered Kassel.

"We can't jeopardize this oil shipment. Besides, we all like risky railroading when it's necessary." Sam turned to Bailey. "Can you run her?"

"Sure," said the fireman.

"Okay! Get going!"

The automatic stoker broke down shortly after they had started rolling, but Sam scooped in the coal himself and kept 'em racing. His sagging shoulders rose and fell in rhythmic motion.

"This isn't exactly in my contract," he grinned. "Perhaps I can get overtime, or something."

They made it, equally as well as Dick Ellison could have done, had he been conscious. Or old Pat Kelly. Not only did the breathtaking ride knock some guts into Bailey, it also took away Sam's reputation for ultra-caution and some of Ellison's ballast-scorching glory.

As the wounded engineer was lifted gingerly out of his cab, there was a sheepish look on his face and he said to the man he had once nicknamed *Cautious:* "That was a damn fool stunt I tried to pull on you, Sam."

"How'd ya figure that?" drawled the conductor. His lips curved into a friendly grin. "Maybe not crawling into that siding was the best thing we could've done, considering everything. See?"

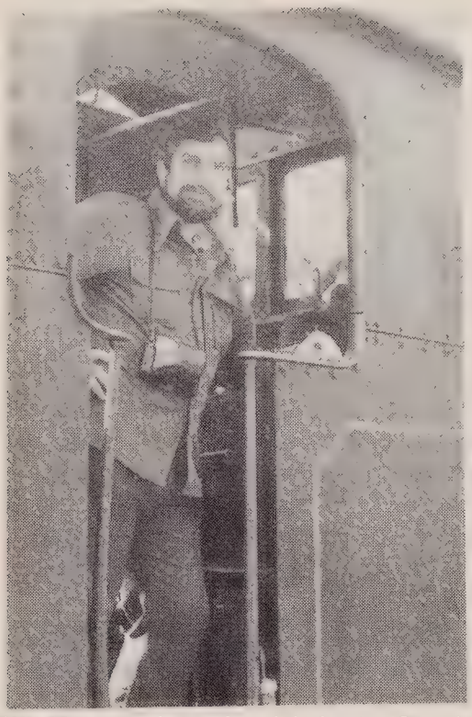
Sam jerked a thumb in the direction of the detained string of varnish which they had warned of the danger waiting beyond in the darkness. It wasn't simply a passenger train, it was a troop train.

"Still," finished Sam, very soberly now, "going strictly by orders has its points, too, I reckon."

Dick stretched out a big paw and grinned right back. "Sure," he said. "Guess when I come back to railroading it'll be according to the book." ●

A 39-HOUR DAY

by William T. Morgan



Bill Morgan in cab of Infants Creek Tramway at Shantytown, N.Z.

Photograph by Terry Martin

WHILE WORKING in Christchurch, New Zealand, for a couple of months, I heard about two interesting rail operations on South Island. One was a mining-town replica with an operating steam locomotive, near Greymouth. The other consisted of New Zealand Railways' trains to coal mines at Rewanui. I decided to visit both, even though it would mean boarding a railcar that pulled out of Christchurch in the darkness at 1:50 a.m. and reached Greymouth at 6:20 that same morning—which I did last December 6th.

While seated in the non-smoking section of railcar RM-51, waiting for it to leave, I saw the driver, Cliff Hubbard, walking on the platform. I had met him a month before, but I didn't go out to greet him because I thought he'd invite me to ride the cab with him, and this time I wasn't up to it. I needed sleep, having worked a 12-hour day, and knew I'd start chasing and photographing trains a few hours later—an energy-burning pasttime I often indulge in.

So I stayed in my seat. By departure time about sixteen of the fifty seats were filled. We rolled away from the station two minutes late, gradually increasing speed with each gear change of the five-speed epicyclic gearbox, These changes were heard plainly in the passenger compartment. When in tcp gear, the 250-hp British Leyland engine purred smoothly as guard (conductor) Allen Moore came through punching tickets. Built in 1941 by Vulcan Foundry in Lancashire, England, the railcar had well-upholstered seats. However, they did not recline, so I had little luck in trying to doze.

After a sleepless trip of four hours and 25 minutes, we arrived in Greymouth, on the shore of Tasman Sea. The railway station was a couple of hundred feet from a river. Intermittent fog reduced visibility to practically nil, but from a walkway across the tracks. I made some interesting photos of the railcar pulling away from the station and of a Dj class diesel loco rolling by while making up its train.

Nearby was displayed a small 0-4-0T with square tanks and a multitude of pipes running helter-skelter about it. The lime-green switcher, trimmed in red, looked rather attractive under leafy green trees. No number, lettering, or builder's plate gave me a clue to her past.

At 8:30 I left Greymouth in a taxi heading for Shantytown, a few miles away. Shantytown is a replica of a gold mining town from the 1860s, a dozen or so years after the English people settled New Zealand. It was a project of the West Coast Historical and Mechanical Society, complete with bank, jail, general store, saloon, stables, and a church. For railfans there were two intriguing pieces of motive power, both in operating condition. Also a tiny, side-rod, four-wheeled, gasoline switcher, painted yellow and known in New Zealand as a shunting tractor. But the prize was an 0-6-0T, built in 1897 by Sharp & Stewart at Glasgow, Scotland. An F class, donated to Shantytown by the Government Mines Department, she spent 70 years working at a coal mine on South Island. The cabbage-stack loco was painted black with red trim. On the side of each tank was "Kaitangata," the mine's name.

WHEN I ARRIVED, she was being readied for a day of hauling tourists. Fireman Peter Thomas was "oiling around," while black smoke gushed from the stack—a photographer's delight. Young and long-haired, Peter had the distinction of being New Zealand's only full-time steam locomotive fireman at that time. He and engine driver Terry Martin invited me up into the cab. I accepted eagerly. Terry nudged the throttle and we eased the few hundred feet from the locomotive shed to the station.

As we coupled onto an open-air passenger car, I was permitted to make the first run in the cab. The locomotive nose was coupled to the passenger car because of the 4 percent grade. This kept the coach from running away in case

New Zealand Rys. train 865, made up of Dj class loco 1262, two coaches, ready to leave Riverside platform in Greymouth, bound for Rewanui.

We are in the guard's van moving slowly up the 4 percent Rewanui Incline at Dunollie. Coming downgrade is Dj class engine 1260, leading train 864 made up of 40 loaded coal cars.

Locomotive driver Terry Martin, with left hand on throttle, is ready to get Infants Creek Tramway 0-6-0T underway at Shantytown.

Both photographs by William T. Morgan, P.O. Box 6469, Oxnard, Calif. 93031

of a broken coupler, and the boiler water level was better when the loco headed upgrade.

With all passengers on board, Terry gave a couple of loud whistle blasts and opened the throttle. With a pleasant *chuff-chuff-chuff* we went slowly upgrade, pushing the car ahead of us. A trail just wide enough for the railway, known as Infants' Creek Tramway, had been cleared up the hillside, leaving thick trees and brush on each side, giving a jungle-like effect. The track extended only about three-quarters of a mile up the hillside.

Then the train parked for a few minutes, giving the passengers a chance to take photos. Terry said that eventually the track would make a complete circle across the hillside and into town. After whistling the passengers aboard, he released the brakes and touched the throttle just enough to get us rolling downgrade. From that point on, it was all brakes and no throttle.

Back at the station, I was taking photos when Terry called me.

"Peter went into Greymouth and isn't back yet," he said. "You may have to fire her this next trip if you want to."

"That's fine with me," I replied, climbing again into the cab.

After a few hints from Terry on what makes a good fire, I went to work. The coal bunker was located in front of the cab on the fireman's side and the fuel slid down a chute into the cab floor. The loco didn't need much coal. With me in a new capacity as fireman, we made an uneventful round trip.

Then Terry said: "Okay, we are going up the hill again. This time I'll be the fireman and you drive her."

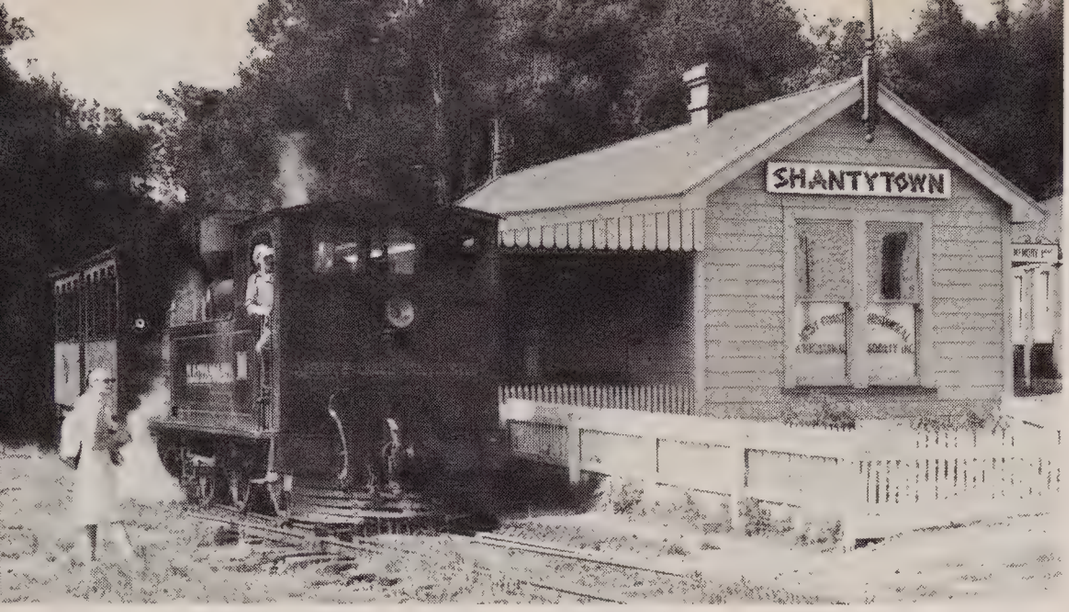
I could hardly believe my ears. This was beyond my wildest imagination. With a few pointers from Terry, I took command of the panting iron steed. I moved the Johnson bar into forward position, released the air brakes, gave a couple of short, shrill whistle blasts, and eased the throttle over toward the fireman's side. Nothing happened!

Terry said you needed a hefty shove on the throttle to get started. So, with considerable arm power, I pushed it over a bit. The 79-year-old gal snorted and edged forward. As we picked up momentum she really began to talk, her sharp exhausts thundering through the trees. I was in seventh heaven, my left hand on the throttle and the smell of live steam filling my nostrils. Thinking I was going too fast on the rough track, I backed off the throttle a bit. Speed dropped rapidly, indicating I had cut the power too much. So I rammed the throttle over, and what a response I got! A mighty *whuff-whuff-whuff-whuff* echoed through the trees. The small tree limbs overhead danced in the hot air blasted from the stack. What joy for a railfan!

As we neared the end of the line I eased back on the throttle and eventually stopped fairly close to where I had intended, being rather pleased with myself. It was my first attempt to drive a steam locomotive—and on a four percent grade, at that. I didn't stall her or cause the wheels to slip. Terry admitted I had done a good job "for a rookie."

BUT IN BACKING downhill, my operation went less smoothly. I had trouble getting the hang of the airbrake. A few seconds after applying it and not feeling any effect, I moved it a little more. Twice I nearly parked the train. Then Terry showed me how to move the brake lever over a bit for a few seconds and then release it. Gradually I improved. But gliding downhill was not nearly as exciting as thundering up.

At the station again, I hopped happily to the ground and continued my search for interesting subjects to frame in my camera's viewfinder. My next subject was quite attractive: 21-year-old Elizabeth Koch from North Adelaide, Australia, visiting Shantytown. Talking with Terry and me, she mentioned a desire



Terry Martin in cab of OCT locomotive ready for another trip up hill. Lady tourist enjoys chat with him and sounds of steam engine.

for a locomotive cab ride. Terry told her teasingly that she'd have to shovel coal to earn that privilege. She quickly agreed and vaulted into the cab. With soft brown hair cascading down onto her well-filled brown sweater, she smilingly took scoop to coal. (Photo in last month's *Railroad Magazine.)*

Meanwhile, fireman Peter returned and was surprised to find a lass with a coal smudge on one pretty knee doing his work. He entered the cab to play instructor, and soon they were off up the hillside.

My taxi driver appeared at high noon, as previously arranged. After another photo, I boarded the taxi.

Back at Greymouth, I strolled about photographing class Dj road diesels and Dsa six-wheeled switchers, all products of Mitsubishi of Tokyo. A sign on the station's covered platform read, "Danger, Polite Roof." I wondered why there was any danger from a polite roof. Soon guard Allen Moore, from the early morning railcar trip, came along and I asked him about the sign. He pronounced the word "pole-ite," a type of building material.

Around 1:30 p.m. I wandered across the street from the main passenger station to a small platform right on the Grey River bank. That was where the train to the coal mines of Rewanui would originate. Soon Dj class diesel No. 1262 arrived from the shops area, running long hood first, with two coaches and a guard's van (caboose). No 1262, one of 64 Dj's on NZRy, was built by Mitsubishi. The Dj class, with an unusual B-B-B wheel arrangement, were the first AC/DC transmission locos in New Zealand.

The train left at 1:50 with only three passengers aboard: an elderly couple and myself. As we glided smoothly out of town, guard Bruce Smith walked through the cars and punched tickets. When I expressed a desire to take photos at Rewanui, he invited me to ride in the van with him. There, from a bay window, I had a good view as we crossed the swiftly-running river and began climbing the 4 percent grade known as Rewanui Incline. The 41-mile trip to Rewanui took 41 minutes. As we crept up the incline our Dj's 1050-hp Caterpillar engine really chattered. Bruce stood relaxed in the large side doorway, with hands in his pockets, as the van swayed while mountain scenery rolled by.

I STOOD NEAR him, hanging on tightly. Just outside the door was a drop of several hundred feet down the mountainside. Pointing out local sights, Bruce made a good guide. He showed me a column of smoke high up the mountain above us. It has been coming out of a caved-in mine for over 35 years. Continuing our climb, we passed through the villages of Runanga and Dunollie, each being home to many coal miners. At Dunollie we met another train, including open wagons (gondolas) loaded with coal, one passenger coach, and a guard's van, headed by Dj 1260. Arriving in Rewanui at 2:31, we were scheduled to stay there for 24 minutes before returning to Greymouth. While we waited, Bruce took me into the mouth of a large government-owned mine. Pulled by a cable, small cars on rails, known as boxes, hauled out the coal.

While we were gone, the locomotive driver had run the Dj around our train. It was now pointed downgrade, coupled onto the van, with three coaches strung out behind, one coach having been added. Coal miners from the day shift, clean-looking, not grimy and dirty as I had thought, were filing aboard. The guard moved a lever on the underframe of the van from a position marked "normal" to "incline." The van was one of several modified for use on an incline. Moving the lever activated special brakes for the steep drop down to Greymouth. The Dj's dynamic

Photos on these two pages by William T. Morgan

Elizabeth Koch climbs aboard engine at Shantytown for ride in cab.

brakes aided greatly as we started downhill.

Partway along the grade is a "runaway" track and the switch is kept in a position to divert all trains onto it. At the end of several hundred feet of track is a long strip of soft sand to stop a runaway. Under normal conditions the train stops at the switch, the driver's assistant throws the switch, the train proceeds through, and then the switch is thrown again. Things were normal on this day. At the bottom of the incline, we glided across Grey River bridge and into Greymouth, stopping alongside the platform at 3:36. It had been an interesting hour and 46 minutes, and all for a 68¢ round-trip ticket.

Switching activity was good in Greymouth, so I took some photos. I was near the station when a railway employee called over to say that I had a phone call on a railway phone. That surprised me. The caller was Bill Murphy, whom I met several weeks earlier when he was working as a traffic assistant. Now he was a switchman. He invited me up into the signal cabin, a small, wooden, two-story building. As I entered the small room I saw a row of 20 or more levers sprouting out of the floor. Each one controlled a yard switch. Bill's job was to throw switches as shunting engines worked the yard. For a while we talked about railroads. Then I bade him goodbye and headed for the station.

A RAILCAR stood by the station platform. Driver Cliff Hubbard was checking to ensure everything was in order. A few minutes after six, he and I climbed into the cab. Its length of only three foot, four inches didn't give us much leg room. At 6:15 Cliff released the brakes, put the reverser into forward, and notched the shifter into first gear. Then he opened the throttle and away we went. He kept one foot on the "deadman" pedal, while I sat on a small seat that folded down from the wall.

Releasing pressure from the "deadman" pedal for 3 to 5 seconds activated the emergency brakes. Our speed gradually increased. At each gear change, Cliff moved the throttle to idle for a few seconds, then threw the shifter forward another notch and reopened the throttle. Passing through Kaiata and Dobson, we stopped at Stillwater. Across the street from the station stood a large, rambling, wooden hotel like something out of a William Faulkner novel of the Deep South.

While he was accelerating out of Stillwater, Cliff told me a little about RM-51. The double-ended railcar was 68¼ feet long and weighed 36 tons. The "A" end rides on a six-wheeled truck below the engine. Transmission is by means of a hydraulic coupling through the five-speed epicyclic gearbox and differential to the final drives on two axles, the center axle being unpowered.

A four-wheeled unpowered truck supports the "B" end, where Cliff and I sat. Next to our cab was the passenger compartment, cut roughly in half by the two passenger entry doors, one on each side of the railcar. Just forward of these doors was a lavatory. Aft of the doors was the guard's tiny compartment, about three feet square, with a small desk, chair, and lamp. At the "A"

With full head of steam, ICT *Kaitangata* is about ready for day's work.

From guard's van of train 865 we look forward past two coaches as diesel 1262 throbs loudly while making assault of 4 percent Rewanui Incline.

Photographs by William T. Morgan

end of the passenger section was the baggage compartment, then the engine room, and the other cab. The vehicle had thermostatically controlled hotwater heaters.

In October 1930 a Vulcan railcar running between Springfield and Rolleston attained 78 mph. This still stands as New Zealand's official top rail speed, although some drivers have claimed speeds of up to 90. Nowadays the old veterans are restricted to 55.

AT OTIRA I climbed out of the cab to stretch my legs. While the New Zealand passengers filled up on coffee, tea, corn sandwiches, and other national favorites, I had potato chips and a cola drink, which your editor tells me is not good nutrition. Meanwhile Cliff and Allen attended to the loading and unloading of baggage. Then the driver and I got back into the cab.

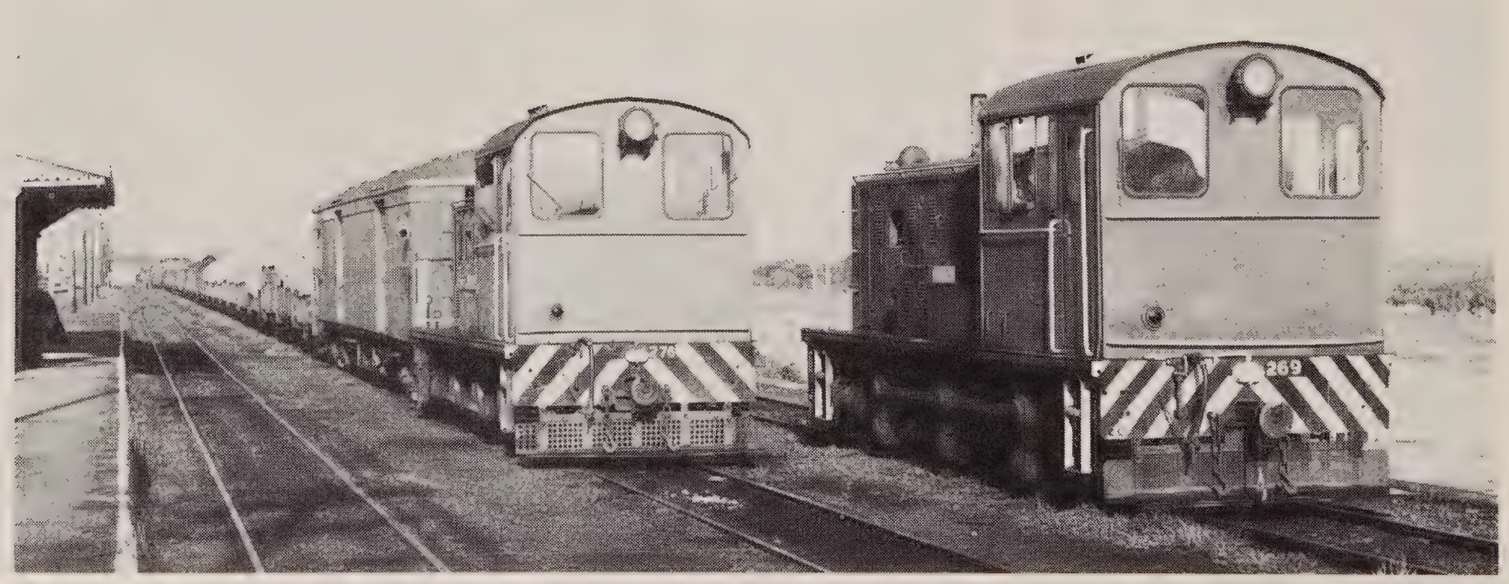
Two miles out of Otira we entered the 5.4-mile Otira Tunnel and had to climb a 3 percent grade through its entire length. The engine labored heavily in second gear while we crept upgrade at 24 miles per hour. Occasional drops of water from the tunnel roof splashed down onto the windshield as the headlights played upon the tunnel walls. Emerging from the eastern portal, we crossed the Bealy River and stopped at Arthur's Pass, 1178 feet higher than Otira, 8½ miles behind us.

After leaving Arthur's Pass we really rolled. The railcar rode rather roughly as the speed-indicator needle touched 56 mph a couple of times. Suddenly the RPM's dropped to zero and we glided along powerless. Coming to a stop, Cliff climbed to the ground to check the engine. Soon he was back in the cab and we were on our way again. The engine had "over-reved" and tripped an automatic shutoff mechanism.

Around 9:15 dusk came on and the majestic snowcapped mountains faded from view. The air was fresh and clean. Rolling through darkness toward the Waimakariri River, I saw fireflies darting about. They reminded me of my childhood in Tennessee, where we called them "lightning bugs." Our railcar crossed the river on the 250-foot-high Staircase Gully Bridge, between two of the 16 tunnels in a dozen or so miles. On through the darkness we sped, crossing part of the Canterbury Plains as we neared Christchurch.

Just before 11:00 pm we stopped at Hornby station in Christchurch. I bade Cliff and Allen good-bye and swung to the ground, 21 hours after beginning my trip. I hadn't been in bed for 39 hours, so I was weary, but happy. I had attained my goals, and much more. As I took a taxi to where I was staying, I thought of the long day's high point—firing and driving a real coalburning locomotive. ●

New Zealand Rys. Dsa class Mitsubishi-built, 30-ton, 315-hp switchers working at Greymouth.



STEVE MAGUIRE'S

TRANSIT TOPICS

Indiana Railroad No. 62, lightweight coach, leaving Indianapolis, May, 1939, enroute to Louisville, Ky. AC&F built 62 in 1931.

C.W. Jernstrom, 822 Pelham Dr., Ft. Wayne, Ind. 46825

DELIVERY of additional Light Rail Vehicles to the Massachusetts Bay Transportation Authority at Boston was halted for a while by several derailments of the new cars which were attributed to a defect in the tracks. But when it was found that all these derailments occurred at the "A" end of the car, the cars were restored to service but operated only from the "B" end. This continued until Boeing inspectors were able to determine the exact cause of the problem. Our news comes from *Interesting Railfan* Ted Wurm, of Oakland, Calif., a longtime traction fan visiting Boston at the time.

MBTA Chairman Robert Kiley said the new cars, described as a product of "space-age technology" seemed to have a mechanical defect in the truck section, which contains the vehicle's wheels. The inflexibility of this part apparently forces the wheels to leave the tracks on slow curves.

Only one of the derailed cars contained passengers, and that mishap occurred in the Reservoir Yard at the Brookline-Brighton line. No injuries were reported. The other mishaps took place on a curve at Riverside Yard in Newton while the vehicles were undergoing 30-day tests in preparation for regular service.

ANSWERING our request for facts and photos of ambulance trolleys used in St. Louis in 1895, George Foster, 19 Dover Rd., Manchester, Conn. 06040, told us about a story, with a photo of the car, in *Traction Heritage* for September, 1969. Checking this, we found it had been reprinted from the June '95 issue of *Street Railway Journal.*

Then Jim Pickens, 1571 Periwinkle Way, Sanibel, Fla. 33957, sent us a photo of the trolley operated by the Union Depot Rail Road as an ambulance car for the St. Louis Health Department.

Here is an excerpt from the SRJ story: "A large ambulance car is employed on the lines of this system and is called the 'Red Cross.' It is painted white with a red cross on each side. In appearance it resembles a freight car more than a passenger car. It was designed by one of the city's health commissioners and was built for the company by the St. Louis Car Co. The city employs a surgeon and assistant, who are always to be found on the car when it is in operation, and also pays the conductor's wages, together with a daily sum for the use of the car.

"The car runs on a regular timecard between city institutions and is designed to transfer patients who have met with an accident in the neighborhood of the line, and also for removing sick people from their homes to the hospital. The car is handsomely finished in the interior with cots or stretches for convenient use. Each panel between the windows consists of a closet with shelves for instruments and medical supplies. Each closet door is lettered with the name of the instruments or supplies."

A NEWS STORY coming out of the recent long strike against Philadelphia's Southeastern Pennsylvania Transportation Authority trolley and bus service was that a Federally funded demonstration project had shown sizable pilferage from fare boxes of the type in general use in the "City of Brotherly Love." Three years ago 220 theft-proof fare boxes were installed experimentally in the equipment at one depot. These boxes can be emptied only with a special vacuum probe that sucks the money directly into a sealed vault for shipment to a bank.

The older type of fare boxes can be opened with a key. Only company supervisors are allowed to have these keys. Lu Cummings of Lancaster, Pa., quotes a report that fare collections at the Philadelphia depot rose from 5 to 8 percent after the special boxes had been installed. With the city's 11 depots collecting $68 million each year, losses from such pilfering at that rate means from $3.5 to $8.5 million annually.

IN TOKYO, the Teito Rapid Transit Authority, operator of the city's subway system, is educating its 4.1 million daily passengers in etiquette. Thousands of posters have been placed in its 115 stations in an effort to teach riders to mind their manners and avoid such practices as shoving. One poster shows a young woman giving up her seat to a tired-looking grandmother in a kimono. The caption reads: "Man grows too soon old and too late smart. Yield the seat you will want 50 years from now."

Two Pittsburgh Inclines

PITTSBURGH'S two surviving inclines, Monongahela and Duquesne, have been designated as National Historical Landmarks. Bronze placques commemorating them were presented by the American Society of Mechanical Engineers in ceremonies at Pittsburgh, Pa. These inclines, which carry a combined total of more than one million commuters and tourists each year "made possible the suburban development of Pittsburgh," says the engineering society.

They are a spinoff of the first incline built in Pittsburgh in 1854 to carry coal cars down the steep slope of Mount Washington—then known as Coal Hill—to the mills along the Monongahela and Ohio rivers, relates the Pittsburgh *Post-Gazette.* But by 1870 the city's industry had occupied most of the riverfront space, forcing the expanding urban population to take to the hills. And thus came the "Old Mon," pioneering mass transit in the area. Designed by John Endres, a Prussian engineer, it used steam for power running on a wooden track, later replaced by electricity and steel.

Records show that only 994 fares were collected on opening day, May 20, 1870. But the second day, 4,174 people rode the new-fangled contraption, and the rush was on. The Duquesne Heights Incline was built next and opened in 1877. At their peak, with horse-drawn streetcars as the only other form of mass transit, there were 20 inclines in Pittsburgh carrying

Swiss Federal Railways are currently taking delivery of a first series of 45 B-B-B type electric locomotives designed for use on the steep grades and sharp curves of the St. Gothard line between Schwyz and Bellinzona. New Re 6/6 such as No. 11608, above, are derived from the four prototypes built in 1972. They are among the most powerful engines of their kind with a one-hour rating of 8000 kw and a tractive effort on starting of 40 metric tons. Swiss Federal Railway's long term perspective calls for the acquisition of a total of 135 Re 6/6 locomotives.

Swiss Federal Railways

as many as 20 million passengers a year.

With the advent of the automobile, the tide turned and the inclines began dropping out of operation one by one. It looked like the end in 1962 when the Duquesne Heights line was closed after the cars stuck halfway up the slope and passengers had to be rescued by firemen. But a massive "Save Our Inclines" campaign resulted in residents of Mount Washington forming the Society for the Preservation of the Duquesne Heights Incline which raised money to reopen and operate it.

Donald K. Slick of Oil City, Pa., and Jim Cerney, our "Old Faithful" correspondent in Pittsburgh, sent us this news. As an afterthought, Don wrote that when he was principal of a school in Van Meter, Pa. he used to cross the Youghioghenny River from Jacobs Creek to Van Meter—both coal mining towns—each morning and afternoon on an overhead cable car operated by a small vertical steam engine! The following year a local movie theater owner erected a walkway suspension bridge that put the steam cable out of business.

New York City Transit

ACCORDING to *Notes from Underground,* monthly publication of Committee for Better Transit, P.O. Box 3106, Long Island City, N.Y. 11103, "New York's mass transit advocates were not surprised to read of President Carter's hesitancy in promoting subways as the best means of mass travel for most of our large cities. During the past four years, subway and bus ridership in New York City has dropped 11% and reports of a failing subway system are widespread.

"Furthermore, in opting to build a billion-dollar highway rather than trading in highway money for mass transit construction funds, New York's politicians have demonstrated more faith in the future of the highway than the rail. When Washington thinks of subways and mass transit, it thinks of New York City; and when a system as extensive as New York's flounders, how can one expect success in other cities?

"As long as mass transit continues to deteriorate in New York City, transit capital of the nation, the Federal Government will be skeptical of large investments in major fixed-transit facilities. As long as New York City's transit ridership continues to drop, non-city people in Washington will be skeptical of mass transit's future."

EFFECTIVE June 1, the Transit Authority's half-fare program gives the elderly and the disabled two extra days in which to use return-ride coupons on buses and subways. Previously, the coupons could be used only on the date of issue. The new coupons are good for three calendar days.

THREE MEN in the subway car gloat as they pull handfuls of fake greenbacks from their attache cases as a hand-held color camera records the action for this "underground" film.

The shooting took place in the Transit Authority museum in the old Court Street station in Brooklyn Heights. The subway car was rented for a recent Sunday for $1,100. A young actor, playing a City College remedial-writing tutor under parental pressure to get a "real job," watches with fascination and revulsion as the whole carload of straphanges takes up the chant: "Money . . . Money! . . . Money!"

The movie, "The Subway Fantasy," has a $10,000 budget, $2,000 of it borrowed on a student loan by the director, a City College senior. Cast and crew (with a few exceptions) were paid in pizza, sandwiches, and cold soda. They came mostly from the Bronx and predominantly from City College.

In the vocabulary of film exploitation, the 50-minute, 16-mm, movie might be called a hardcore, breakthrough, exhuberant, existential epic on remedial instruction and open admissions.

PSTC Red Arrow Lines suburban 43, built by Jewett in 1906, shown as NRHS special car on Media line while fans take pictures on March 31, 1940.

Collection of L.P. Cummings, 129 Nevin St., Lancaster, Pa. 17603

Jeff Wisotsky, the 21-year-old director, won a national Kodak Award at age 16 for "The Grandfather," a 25-minute spoof on "The Godfather." He has made 15 movies and is in his second year at City College's David V. Picker Film Institute, which is putting up $6,500 for the film. Another $1,500 is from Mr. Wisotsky's savings from a part-time job.

AFTER having its headquarters at 145 Greenwich Street in New York City for many years, the Electric Railroaders' Association had to vacate the premises last April because the city, which owned the building, needed it for a firehouse. ERA's new location is 4 West 40th Street, New York, N.Y. 10016.

Says an ERA brochure: "Many of you will recall an earlier letter requesting donations for improvements to the Sprague Memorial Library. With our move, we plan to double the area devoted to the library, making its collections and material more accessible to our members and other people using it for research. We need money for shelving, file cabinets, tables, etc. We have on hand $894.68 in donations, with interest. We urge those that have not yet contributed to do so."

PATH rail rapid transit system has begun testing a new 10-trip magnetic kit fare collection system for commuters between Newark, N.J., and New York City. The ticket is inserted in the turnstile and the electronic circuitry reads the magnetic information, subtracts one ride, allows the person to pass through and returns the card to him on the other side. Each magnetic ticket can be bought for $3 from special vending machines in the World Trade Center Terminal in New York City.

Horsecars in Chicago

A LITTLE-KNOWN account of the smallest transit system ever operated in the city was brought to light by a visit by a former Chicagoan at a meeting of the Chicago Transit Board. The tiny system, organized under the prestigious name of the Southwest Chicago Rapid Transit Co., had as its total assets: 2½ miles of track in 63rd Street from Ashland Avenue to Central Park Avenue in the Chicago Lawn community, a second-hand horse-drawn streetcar, and four horses—with harness and accessories, including bells worn around the horses' necks to signal the car's approach.

At night, the bells also served the purpose of later-day headlights, as the only lights on the cars were kerosene lanterns placed there for riders to scan the evening newspapers. The other day, one of those bells were presented to the CTA Board. It was last used on a horse when the horsecar on the Chicago Lawn line gave way in 1899 to electric streetcars.

This relic was presented by Mrs. Mildred Workman, now of Baldwin Park, Calif., whose visit at the Board meeting was prompted by her desire that it be preserved. She inherited the bell from her father, John Talbot, who had served as conductor on the Chicago Lawn horsecar in the 1890's.

As for the line's history, a Mr. Foley took the leadership among his neighbors in Chicago Lawn to organize the Southwest Chicago Rapid Transit Co. as a cooperative venture in 1882. On March 20, 1893, Chicago City Council authorized the community-organized company to lay the 2½ miles of rail in 63rd street. The fare was five cents. No transfers were issued to other routes. Two fares were required for a trip to the Loop.

The first improvement to transit service in the area came on March 4,

Car 1438 was late one day in February, 1943 when packed snow at a CNR diamond crossing in the industrial west end of Montreal caused the rear truck to leave the rails. Line 91 to Lachine traversed large open spaces, hence the large interurban-style headlight. Looks as if the front axle on the rear truck fractured, judging from the strange angle of the visible wheel. Montreal Tramways Corp. uniform styles of the day were similar to Canadian railway conductor outfits.

Canadian National photograph

1896, when Chicago's largest streetcar operator at that time agreed to absorb the route and add more horsecars. Then, on Sept. 3, 1899, electric streetcars were substituted for animal power on the 63rd Street line. Talbot continued to serve as a streetcar conductor until his death in 1915. Mrs. Workman recalls that the bell, which her father brought home, was used for many years by her mother to call her home for dinner.

Elsewhere in Chicago, a Federal tax incentive to allow personal income tax deductions for public transportation commuter expenses has been proposed by Milton Pikarsky, chairman of the Regional Transportation Authority in Chicago. The proposal would benefit millions of taxpayers who use public transportation and encourage motorists to shift to public transportation. It was made in a letter to President Carter for consideration in his energy program.

New Electric Publications

THE CROSS ISLAND (The Story of the Huntington Railroad), **by Vincent F. Seyfried, 142 pages, 8½x11″, softbound binding. Price $9 from Felix E. Reifschneider, P.O. Box 88, Fairton, N.J. 08320.**

Aptly named, this line was the only trolley route on outer Long Island to connect directly with the north and south shores. It ran from Halesite through Farmingdale to Amityville at the south shore. The line eventually came under Long Island Rail Road control and was abandoned 50 years ago. Since then, much valuable historical data was lost forever. When the Pennsylvania Railroad disowned its subsidiary, the LIRR, it deliberately ordered the destruction of all LIRR records, blueprints, maps, pix, etc., which made historian Seyfried's task much harder. Yet with the help of historical societies, local citizens, railfans, newspapers, etc., he has recreated the story of this carrier from its horsecar days of 1890 to its first trolleys of 1898 and its final run in 1927. Included are photos, maps, and a roster.

***Street Cars of Boston: Vol. 5, Articulated and Center Entrance Cars, 1912-1953,* by O.R. Cummings, 72 pages, 8½x11″, soft cover and stapled binding, $5.50 from Harold E. Cox, 80 Virginia Ter., Forty Fort, Pa. 18704.**

Here is another desirable addition in a continuing series of photo-rosters of Boston Elevated Railway equipment. This time the author covers "two rooms and a bath" types, as well as the 300 center-door cars that ran in subway-surface service from 1917 until 1953. Cummings is an authority in the transit field. His latest book is well illustrated and contains several drawings and a complete roster of the center-door cars.

CONTINUE sending transit news to Stephen D. Maguire at his home, P.O. Box 51, Belmar, N.J. 07719. Thank you. ●

Visit Arden Trolley Museum,
Home of the "Streetcar Named Desire."
Open Daily in August—10-4:30,
Weekends in September and October
12-6. Located 2 miles north of
Washington, Pa. on N. Main Street.

INFORMATION BOOTH

ASK BARBARA: Railroad questions are answered here—as many as space permits. Address Miss Barbara Kreimer, *Railroad Magazine*, 420 Lexington Ave., New York, N. Y. 10017. No questions will be answered by mail or telephone.

1. How well did Canada's two big Canadian roads do in 1976?

Both Canadian National Railways and CP Rail had very good years. CN Rail, the division responsible for CN railway freight activities, had $157.1 million income compared with $23.2 million in 1975. Rate increases and traffic in revenue ton-miles during the year rose 4%. Piggyback showed a large gain. Passenger revenues were $77.1 million, 5.9% above 1975. A big jump in business volume in the Quebec City-Windsor corridor was partially offset by a general decline in long-distance passenger traffic.

CP Rail's net income of $51.1 million was up $19.4 million over 1975, due to the higher proportion of more remunerative traffic plus better operating efficienty and productivity gains in equipment. The Snavely Commission released its report in 1976 on the costs of moving grain by rail, concluding that the railways suffer huge losses in carrying export grain, even on a variable cost basis.

CP Rail says now that an independent authority has set a basis for determining the size of losses, the Government must decide how the railways can recover them. The Canadian Government said last year it would pay in full intercity passenger losses, once the basic intercity passenger network is set up. At present such losses are borne 80% by the Government, 20% by the railway.

2. Who made "See America First" a popular phrase?

Louis W. Hill, son of "Empire Builder" James J. Hill. In 1914, as second president of the Great Northern, Louis used the slogan in newspaper and billboard advertising, but never claimed coinage of it. The slogan became part of the GN trademark, along with the mountain goat, and for years rolled around North America on freight cars. One day in 1914 Louis Hill was accompanying a group of newspapermen through Montana's Glacier National Park. They stopped on Gunsight Pass for lunch. "The view from Gunsight is one of the most magnificent and inspiring in the world," said Hill. Later, he recalled: "As we sat looking out over the mountains, I thought that millions of Americans hadn't seen the grandeurs of their own country. It gave me an idea. One of our guides had a can of paint, which I used it to paint 'See America First' on the face of an immense rock."

3. Tell me about the Tennessee Valley Railroad Museum.

Situated at 2202 N. Champerlain Ave., East Chattanooga, it is at the base of Missionary Ridge. During the Sunday operating schedule, May through early Oct., the Museum runs a 45-minute, 3-mile trip through a historic tunnel under Missionary Ridge on the old East Tenn., Virginia & Georgia roadbed. Its exhibit area displays many steam locos and passenger cars, including sleepers and diners. Also freight equipment, streetcars, and other historical railway items. Right now, president Paul Merriman and other members are getting ready for their annual Autumn Leaf Special, a reserved-seat train behind ex-Southern 4501. The special will run Oct. 15 and 16, also 22 and 23, from Chattanooga to Crossville and return. Get info from the Museum, P.O. Box 5263, Chattanooga, Tenn. 37406.

4. Where is the Magma Arizona R.R.?

Owned by Magma Copper Co., with offices in Superior, Ariz., the road operates freight and TOFC service from a connection with the Espee at Magma, 28.11 miles to Superior. Traffic is mostly minerals and lumber. Incorporated Oct. 13, 1914, the road was opened as a narrow-gage line in 1915, and converted to standard gage in April, 1923. Passenger service ended July 9, 1940. It has three Baldwin-built diesels, Nos. 8 (S-8), 9 (S-12), and 10 (DRS 6-6-15).

5. I'm a retired Rio Grande conductor. I get a railroad retirement annuity and will reach 65 this December. How do I file for Medicare?

Enrollment for both Medicare hospital and medical coverage is automatic at 65 for annuitants on the Railroad Retirement Board's rolls. Employees not retired by age 65 must apply for coverage. File your application at a field office of the Board during the three months prior to your 65th birthday. This will give coverage at 65.

6. How was overhead wiring removed from the Boston & Maine electric zone at Hoosac Tunnel?

Bright sun hits APCU 9859, now numbered 901, as it approaches waiting crowd of Canadian commuters at Port Credit, Ont., GO station.

Canadian National Railway

The "Irish Mail" on TS&M (Grand Trunk) at Carson City, Mich., in 1908 ready for mainline work.

When diesel-electrics took over all train service through the tunnel in Aug. 1946, the wires started to come down. By Nov. of that year these preliminaries were done and the uprooting of supporting steel struts began. Four carloads of ten-foot strips of copper and iron were recovered, representing between 15 and 20 miles of trolley wire and supporting cables. Two cars of insulators, oil switches, and metals were also salvaged. All were disposed of as scrap.

To expedite the job, three flatcars were coupled together and a high wood staging was built to enable workmen to reach the wiring, about 15½ feet high outside the tunnel, somewhat less within. Work in the bore was done at night to avoid traffic delays. Three sets of torches were used to cut the wire into ten-foot lengths. Inside, the wire was passed down into openend boxcars; outside it was cut and dropped over the side of the platform cars to be loaded into boxcars at a more convenient location. Steel struts bordering both sides of the tracks were removed by cutting the bolts which clamped them to cement bases. Then they were loaded onto cars and sent to the B&M Billerica Shops to be reclaimed.

7. Print words to "The Irish Mail," a poem by James A. Morris.

The motor car is a first-rate machine
If the battery's right and the spark plug's clean,
But the one stand-by that would never fail
Was the old hand-car, the Irish Mail.

The clouds might roll and the thunder crash,
The storm winds blow and the lightning flash,
And the rains might come, and the snow and hail,
But nothing could stop the Irish Mail.

How my memory clings to the old hand-car,
With four strong lads on the handle-bar,
The boss on the brake side, watching the rail,
To see all was clear for the Irish Mail.

From his swaying seat would the hogger look out
For the king snipe's highball, his cheerful shout;
And he'd sigh with relief: "Sure, they never fail,
The Jerrys are out with the Irish Mail."

So here's a toast to the days that are done,
And a tear for the brawny lads now gone,
For the brave, true hearts that would never fail
And the staunch old car, the Irish Mail.

8. How successful were Illinois Central's Mountain type locomotives?

I'd say very successful. IC used to cite them as a powerful example of high-speed power. They handled heavy passenger runs such as the *Creole,* the *Louisiane,* and the *Floridan.* Also many stock trains, the MS-1 (the world's fastest freight at the time, overnight 528 miles between Chicago and Memphis) and some of the *Crimson Flyer* strawberry specials. Schenectady and Lima built sixty "Mountains" for IC in 1923-'26. They had 28x28" cylinders, 73½" drivers, 230 lbs. boiler pressure, weight 367,600 lbs., tractive effort, 58,389 lbs., capacity of tender 10,000 gallons of water and 18 tons of coal.

9. Which was the first rail line to cross the American continent?

Panama Railroad's train that rattled to a stop in Panama City depot on Jan. 28, 1855, nearly 14 years before rails linked the east and west coasts of the U.S. Before the Panama Canal opened in 1914, the Panama R.R. was reported to have the heaviest traffic per mile of all the world's railroads! The rail line, which parallels the canal, still carries commuters daily between Panama City and Colon.

10. What happened to the Southern's common-ownership talks with Missouri Pacific?

These discussions concerning the possibility of placing Missouri Pacific and the Southern System under common ownership and control ended without agreement on Sept. 15, 1976. Joint studies between the two companies lasted six months, but they could not agree on mutually satisfactory financial terms.

11. History wanted of the Fort Worth & Denver Railroad.

The Fort Worth & Denver City, its original name, was incorporated in 1873 to run from Fort Worth to Denver to develop trade in cattle, forest goods, grain, and minerals. Grenville M. Dodge, of Union Pacific fame, was the original contractor, laying the first rail in February, 1882. The line headed toward the newly organized Denver & New Orleans, building south out of Denver. In Sept. that year work halted at Wichita Falls, 114 miles to the northwest. Eight locos, two by Schenectady and six by Danforth & Cooke, went into service. In 1887, after FW&D financial difficulties, the two lines became known as the Denver,

Texas & Fort Worth. In 1891 the road was merged with the Union Pacific as the Union Pacific, Denver & Gulf. Following a receivership, the Colorado & Southern emerged. This was acquired in 1908 by the Chicago, Burlington & Quincy, now Burlington Northern.

12. Someone told me No. 4460 was the first of SP's Daylight 4-8-4's to be scrapped. Right?

Wrong. The first was 4462, scrapped in March, 1954. You can see the 4460 at the National Museum of Transport in St. Louis. Incidentally, while 4449 had the great honor of hauling the American Freedom Train, 4460 had her final glory hours under steam pulling several Pacific Coast fantrips.

13. Who was Thomas Shaughnessy?

Thomas George Shaughnessy, born in 1853 at Milwaukee, Wis. In 1869 he went to work for the Milwaukee & St. Paul. In 1882 he became purchasing agent of the Candian Pacific, later general manager, and in 1899 succeeded William C. Van Horne as president. In 1901 he was made a knight bachelor and in 1916 was raised to the peerage with the title of Baron Shaughnessy. He resigned as CP president in 1918, but remained chairman of the board, a position he had assumed in 1911. He died in Montreal on Dec. 10, 1923.

14. What is meant by the word "hump?"

An artificial small hill at the end of a railroad classification yard. Cars pushed over it roll to separate tracks on their own momentum.

Two Markal Paintstiks, Markal B and Markal E, are on market for railroads to mark defective railroad ties and rails.

15. Does the Arcade & Attica still run tourist trains?

Yes, from its depot on Main St. (Rte. 39) in Arcade, about 40 miles southeast of Buffalo, N.Y. It operates a 15-mile, 1½-hour round trip to Curriers behind steam, with open-end steel coaches, a former DL&W combine, and open gondolas on Sat., Sun., and holidays, May 28 through Oct. 30. Also on Wed. during July and August. Trains leave Arcade at noon, 2 and 4 p.m. The road's power is No. 14, ex-Escanaba & Lake Superior 4-6-0 (Baldwin, 1917), and No. 18, ex-Boyne City R.R. 2-8-0 (Alco, Cooke, 1920). While at Arcade you can see ex-New York, Ontario & Western wooden business car No. 30 on display.

Running Extra

THIS IS to correct Alden Miller's recent statement about the Milwaukee Road never having a line into Evanston, Ill. It operated a branch from Kinzie St., Chicago (just north of Union Sta.) to Evanston from 1887 until about 1910, and at one time had an extensive commuter service over it—24 trains each week-day in 1899.

The Chicago & Evanston was organized in 1881, controlled by the North Side Street Ry. In Sept. 1882 the C&E came under control of New York investors and directors of the Milwaukee Road. In 1885 it was extended 10.81 miles from Chicago to Calvary, and a year later from Calvary to Evanston. In 1900 the Northwestern Elevated R.R. completed its line to Wilson Ave., Chicago, later leasing the Milwaukee right-of-way and extending its route to Evanston in 1908, Wilmette in 1912. This killed, apparently in 1909, the Milwaukee's passenger business on that line. If the service lasted a few years after 1909, both steam and electric rapid transit service must have been provided over the same line between Wilson Ave. and Evanston.—Charles Stats, chairman, Chicago Chapter, R&LHS, 1104 S. Oak Park Ave., Oak Park, ILL. 60304.

WANTED: brief history of Boston & Albany's Lima No. 1 that worked in the Berkshire Hills.—John R. Lukko, P.O. Box 601, Morgan Hill, Calif. 95037.

WHERE can I get postcars, hasty note paper, and Christmas cards with a railroad background, preferably a caboose?—Mrs. K.E. Burnside, 229 Nicola St., Kamloops, B.C. V2C 2P3, Canada.

ANY READER have info on Martin Wittstock, an engineer of 50 years' service on New York Central who died in Dec. '75? He handled the *20th Century Limited* in both steam and diesel.—Alan Kramer, 25-03 Fair Lawn Ave., Fair Lawn, N.J. 07410.

PHOTO of NYNH&H engine *F.T. Stanley* was taken at Meridan, Conn. The Mt. Washington line was the first cog railway. Designed by Sylvester Marsh, it has been running with steam since 1869. A new engine, No. 10, was built in its shops in 1972.—H.P. Stearns, 43 Beach Ave., Watertown, Conn. 06795.

WHERE can I get copies of old books, *When Steam Was King* and *Rails Thru Dixie?* Was a book was ever written on steam locos of the Mobile & Ohio and/or Illinois Central?—L.T. Ogden, 4015 Summer, Apt. 3, Memphis, Tenn. 38122.

WHO will sell me a copy of Freeman Hubbard's out-of-print book, *Great Trains of All Time?*—Wm. L. Allman, 28 Argyle Pl., Briarcliff Manor, N.Y. 10501.

I NEED info on British Columbia Ry.—Gerhard Halbauer, 102 Ramsgate Rd., Ramsgate, New South Wales, 2217, Australia.

I'M building an HO scale model of the Robert Kennedy funeral train; want to know the order, type, and painting of its cars.—Michael Holbert, 1579 S. State St., Zanesville, Ohio 43701.

SPECS wanted on Tavares & Gulf Mogul 102. Also Cliffside 2-8-0 No. 40.—John Seaton, 216 6th Ave., Watervliet, N.Y.

IS ROCK ISLAND naming all its blue and white units as they are repainted? How does it choose the names? How many BN locos still survive in pre-BN colors? Any E or F units? Are there any Santa Fe F's in Texas? Where?—John Walker, 1106 Delmar, Midland, Texas 79701.

WANTED: list of railroads and equipment for sale.—Frederick Anthony, 1725 N. Edgemont St. No. 103, Los Angeles, Calif. 90027.

ANY INFO available on the B&O passenger car *Sky Dome,* built by Pullman Standard for the streamliner *Columbian?* I want particulars also on the train, power used, route, etc.—Thomas Harper, Jr., 6066 Reinhard St., Philadelphia, Pa. 19142.

I WANT info on the old hand-operated railroad crossing gates, also steam-operated gates. How were the regular crank and steam gates designed?—Edward Birch, 225

Streaking across hot Sacramento Valley flatlands at 75 mph on Southern Pacific's last steam run, No. 4460 portrays steam power at full efficiency on Oakland-Reno railfan trip Oct. 18, 1958.

Robert Field, 107 Stanyan St., San Francisco, Calif.

Lexington St., Auburndale, Mass. 02166.

NEEDED: pix, memorabilia, stories, etc., for book I'm doing on the DL&W, Ithaca to Oswego.—John Connell, Scipia, N.Y. 13147.

RE MATTHEW CORRY query on locomotive and train used in movie *Murder on the Orient Express,* the sleeping cars were from Compagnie Internationale des Wagon Lits, the European equivalent of Pullman Co. Their interiors are very familiar to me. The engine was almost certainly French. The snow scene was filmed probably in the Central Mossif of France. The engine sent to plow away the drifts blocking the express looked like one of the SNCF Miles that Madeleine de Sinety photographed so well.

The *Orient Express* of the movie was actually the *Simplon-Orient Express,* initiated after WWI. One film inconsistently was the Paris-Orleans ten-spot pulling it all the way from Constantinople to the point where the story climax took place in northern Yugoslavia. Engine changes should have been made at the Turkish-Bulgarian border. I have traveled extensively on European railways since 1954.—Richard M. Haywood, 2908 N. Salisbury St., West Lafayette, Ind. 47906. *(Ed. note:* the *Orient Express* made its last run May 22, ending a 94-year history.)

THE L&N received from Alco in 1925 a prototype 3-cylinder Pacific, class K-5, No. 295. In what salient dimension (esp. cylinder sizes, pressure, wheel diameter, adhesive and engine weights, grate area) did it differ from the then contemporary two-cylinder engines? What were its dimensions after being rebuilt in the 1930's with two-cylinders for prestige service on the *South Wind?*—A.R. Schmidt, 21 Castlemere Crescent, Agincourt, Ont. MLW 1K4 Canada.

WASN'T *The American Steam Locomotive,* by F.M. Swengel, intended to be part of a series on locomotives? Denver Public Library has no record of succeeding issues after Vol. 1.—Richard Myers, 838 So. Vine St., Denver, Colo. 80209.

WHAT IS the significance of the number beneath the identification shield in the center of Pullman blankets?—Wm. J. Burton, P.O. Box U-2153, University of South Alabama, Mobile, Ala. 36688.

I HAVE a March 1929 *Locomotive Engineers Journal* in fairly good shape. Who wants it?—Charles F. Tumblety, 304 Johnson Ave., Union Beach, N.J.

I WANT info on railroads that ran between St. Joseph, Mo., and Denver circa 1880 and on my grandfather, Joseph Parsons Warner, an engineer on that run.—J.P. Warner, 707 Wshington St., Box 8, Deer Lodge, Mont. 59722.

WANTED, brief history of steam locos on American Freedom train.—Wm. G. Saubert, P.O. Box 22, Bergland, Mich. 49910.

WHAT were the paint colors of Southern's streamlined loco No. 1380 on *The Tennessean?*—Clarence T. Huffman, 10905 Orchard St., Fairfax, Va. 27030.

WHO knows what kind of equipment Amtrak uses on its *Black Hawk?* Any word on the fate of Rock Island's *Rocket?*—Jeff Myers, 1555 West Acre Dr., Muscatine, Iowa 52761.

LIVING in Atlanta from 1918 until 1963, I became acquainted with noted names in its history. I knew of a Joel Hurt, but not Joel Hunt.—J.H. Boatwright, Sr., 2575 Eastcleft Dr., Columbus, Ohio 43221. *(Ed. note:* A typo goof. It was Joel Hurt.)

WHICH paved roads from Hwy. 2 in Washington State lead me to or near the portals of Cascade Tunnel?—Alan Murakami, 4811 Parkglen Ave., Los Angeles, Calif. 90043.

WAS WESTINGHOUSE the only company to manufacture air brakes? Were they the first to make block railroad signal crossings?—Dan Gigliotti, Wilkes-Barre, Pa. 18705. *(Ed. note:* Dan, you forgot to add your street address).

Soo Line

HOBBY CLUB

conducted by Sy Reich

Electric Railroaders Assn. celebrated part of the long 1976 4th of July weekend by sponsoring a roundtrip behind a 1906 "S" motor, shown here, Grand Central Terminal to Harmon, N.Y., using ex-NH m-u cars.

Photographs by Bruce Russell

WITH THE SUMMER vacation season peaking and railfan trips being planned, I'd like—with thanks to NRHS's Jerrold F. Hilton, among others—to jot down some radio frequencies—a recent, fast-growing phase of our hobby—that might help you in driving about this fall and "scanning" various areas. Jerrold's good recommendation of a programmable scanner such as the Bearcat 101 is especially helpful. Take one with you on your next trip.

As you radioites know, the railroad band extends from 160.215 mHz to 161.565—with some exceptions, such as The Rock's 161.610. Within that band are 45 discrete frequencies or channels spaced 30 kHz apart, beginning with 160.230. These are the primary and secondary frequencies, the ones on which we find the most action, says Jerrold.

The list is alphabetical, with symbols such as *rd.,* road; *yd.,* and *ch.,* channel. I hope the road you're interested in is here:

AA 156.80, carferry only, Marine ch. 16; Alton & Sou., 160.77; AT&SF, 16065 rd.; 161.10 intr. w/BN 160.215, and 161.115 Argentine yd.; B&M, 161.52; BN, 161.10 rd. ch. 1, 161.16 ch. 2 east, 161.25 west, 160.65 yds.; B&O, 160.32 St. Louis, 160.23 unconf.; Carbon County (Utah), 161.37; CIM, 160.95; C&EI, 160.20; CN, 161.415 rd., 161.205 yd., 161.205 yd., 161.665 and 160.935; CV, 161.415 rd., 161. 205 yd., DW&P, 161.415 rd. 161.205 yd.; C&NW, 160.89 ch. 1 rd. 160.455 ch. 2 yd., 161.040 ch. C commuters; CMStP&P, 160.77 rd., 161.43 police.

RI, 161.610; C&O, 161.16 rd. 1 Mich., Ohio 160.41, 160.74 yd. clerks, etc., 160.5 carferries; Conrail, 160.80 ch. 1 west of Buffalo, secondary east, 161.07 ch. 1 east; secondary west, old PC frequencies, other Conrail road frequencies being phased out, 160.98 various yards. Road ch. 1 (PRR mainline) 160.80, MTA (New Haven, NYC area) 161.280.

D&H, 161.40, 161.52; D&RGW, 160.92 rd., 160.335 station to sta., travel agents, etc., 161.49 Denver yd.; DRI&NW, 160.71; DT&I, 161.43; EJ&E, 160.35 rd., 161.55 MoW, FEC, 160.65; Frisco, 161.13; GB&W, 161.25; GO Transit, 161.25; GTW, 160.53; 160.59; G&WP, (A&WP, W of A) 161.31 rd., 161.43 yd.; ICG, 161.19 ch. 1 IC lines, 160.92 ch. 2 GM&O; IUT, 16122, 161.40, 160. 965; KCS, 160.26; Kan. City Term., 161.31, 161.50.

K&IT, 160.665 rd., 161.10 yd.; L&N, 161.37 rd., 16152 yd.; MKT, 160.59; MN&S, 160.47 ch. 1, 160.98 ch. 2; MP 160.41; N&W, 161.19 ch. 1, N&W lines, 161.25 ch. 2 NKP lines, 160.44 ch. 3 Wabash; SCL, 160.59 ACL lines, 161.10 SAL, 160.29 yd.

Soo Line, 161.37 ch. 1 rd., 161.52 ch. 2 yd.; SP, SSW, 161.55 rd., 160.89, 160.95; Southern, 160.95 rd., 161.49, 160.245, 160.83; UP, 160.74 rd., 160.29; WP, 160.26, 160.38; Vermont, 160.71, 161.01, 160.29; Minn, Transfer, 160.52, 160.74 Raymond Ave. yd. off., and Clinchfield, 160.86.

IF YOU link the name John Alden with early days of the Bay State Colony, you're right; but one of today's John Aldens, a retired Boston & Maine claims agent, is the new national secretary of Railway & Locomotive Historical Society, named at its recent annual meeting to succeed the late H. Lincoln Harrison. Aiding John is Stuart Forsyth of the Pacific Coast Chapter as assistant secretary.

Two new directors also were named at the meeting: Bill Edson and Cornelius Hauck of Cincinnati. Accepted with regret was the resignation of *Interesting Railfan* Rogers Whitaker as director. Rogers, the 2-million-plus-mile rail-traveling wonder, and recently of *New Yorker* magazine, has appropriately joined Amtrak.

Howard F. Greene, R&LHS president and *Interesting Railfan,* tells us that

Alfred Faella, 939 Adams Ave., Elizabeth, N.J. 07201

Two newly-painted Conrail hacks, a pair of to-be-painted JC vans, and PC hack at Elizabethport, N.J.

Fred Stindt, chairman of the Pacific Coast Chapter and also an *Interesting Railfan,* spent his summer managing the Oregon Pacific & Eastern in Cottage Grove, Ore.

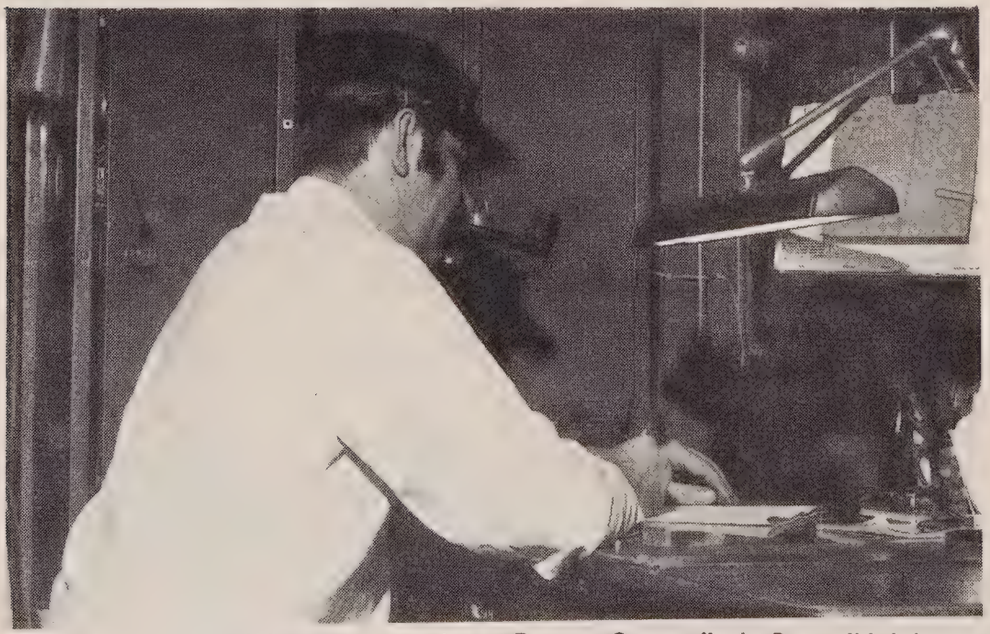
JOHN A. HELLINGS, 821 Rifle Camp Rd., West Paterson, N.J. 07424, writes that a special commemorative first-day cover of the dedication ceremonies of GG-1 No. 4935 is available to those who contributed to restoration of the famed electric. The envelope will include a railroad-topical embossed stamp as well as the old Pennsy logo in the upper left corner. It was specially postmarked May 15, dedication day, at the Railroad, Pa., post office. Cost of an envelope is $2.25, two for $4, plus a self-addressed, stamped, No. 10 envelope. All profits from this sale go toward buying an RPO car to be restored and placed on exhibition at Whippany, N.J.

JIM TROWBRIDGE, Ed Gerlits, Bill Gordon, Carl Carlson, Darrell Arndt, and other members of Denver's Rocky Mountain Railroad Club have the pot bubbling on the front burner with future rail action out in Mile-High country. One activity is the 1977 reunion of Midwest Old Settlers and Thrashers at Mt. Pleasant, Iowa, in early September. An Amtrak train will leave Denver on Fri., Sept. 2, returning on Labor Day. And with a Union Pacific okay for the 8444 to run this fall, an excursion has been set up for Nov. 26. For details contact James R. Trowbridge, president, RMRRC, P.O. Box 2391, Denver, Colo. 80201.

HISTORIC STEAM isn't the only power displayed in England's National Railway Museum at York. Those visiting England in this the Silver Jubilee year of Queen Elizabeth II, and planning a trip to York, will see diesel Brush type 2 No. 31018. Built in 1957, it was the first mainline diesel electric allocated to the former Eastern Region of British Railways. In all, 263 type-2s were built for BR. The loco, renumbered to its former D5500, was used extensively in East Anglia for both passenger and freight until last autumn. It traveled to York from Stratford under its own power and is currently painted in BR's blue livery. Plans have been made to repaint the Brush to its original green.

DOWN DIXIEWAY, railfan clubs are not letting the heat of Old Sol interfere with final arrangements for what should be a very active trip season this fall. Bill Selman, Clark McClure, and Carl Adkins, among others at The Bluegrass Railroad Museum in Lexington, Ky., have a big two-day roundtrip coming up over the entire Clinchfield on Sept. 24-25.

Charleston-NRHS will have a roundtrip Sept. 24 behind 4501, Charleston to Columbia, S.C. Heart of Dixie-NRHS will run ex-T&P 610, Birmingham to York, Ala., roundtrip on Oct. 1. Atlanta-NRHS will have the 610 roundtrip Atlanta to Toccoa, Ga., on Oct. 8 and 9. Tenn. Valley Railroad Museum's annual Autumn Leaf Specials will be run behind Dixie darling 4501 on two week-ends, Oct. 15 and 16, and 22-23, roundtrip Chattanooga to Crossville, Tenn. The Piedmont Carolina-NRHS will have Clinchfield's grand old One-Spot on Oct. 29 and 30, both days roundtrip, Spartenburg, S.C., to Erwin, Tenn.; and Old Smoky-NRHS Oct. 29-30, will run a roundtrip with 4501, Knoxville, Tenn., to Asheville, N.C.



E.A. Russell, 3rd trick tower operator at Devon, Conn., finds Conrail job busy times with freights to Danbury and north to Waterbury.

Robert Kent, 97 Crestwood Rd., Milford, Conn. 06460

MONTREAL'S Gus Portelance writing in the newsletter of Railroad Enthusiast's Portland Div. 470 Club, says Canadian National has authorized the removal of steam engine 6015 from Jasper National Park, Alta., to Vancouver, B.C., for inspection and possible restoration. This 4-8-2 was built at Kingston in 1923. She took 6060's place when the sister 4-8-2 came east for restoration and excursions. The 6060 has been running again this year on 2½-hour round trips out of the CNR depot at Niagara Falls, Ont., each Wed., July 6 through Aug. 31, and Sat., June 4 through Sept. 24. All tickets are on round trips out of Toronto, Saturdays, June 4-Sept. 24, 10 a.m., to Niagara Falls, Ont. Extra side trip out of Niagara Falls. Reservations necessary.

WHILE we're talking about the 470 Club, Jerry Angier and the gang are getting ready for their annual big Fall Foliage trip, Sun., Oct. 2, out of Portland, Me., over the Grand Trunk to Island Pond, Vt. This is always one of the big autumn excursions in New England. Be sure of your tickets by writing now to Gilman Angier, Jr., 79 Hillside Ave., South Portland, Me. 04106, or Ronald Johnson, 662 Highland Ave., same city, state, and zip. And Sat., Oct 1 is 470's Gorham Gallivont over the GT to Gorham, N.H., roundtrip from Portland, Info from Kilton Andrew, 11 Smith St., Yarmouth, Me. 04096.

Jerry says railfans visiting Conway Scenic this season will see No. 47 steaming along with a new brass number plate under the headlight and her original CNR number 7470. The replica was an idea and project of 470 Club member and CSRR worker Wayne Duffett. The pattern was handcarved out of wood by Don Rodgers of Westbrook, Me., using an authentic CNR number plate loaned by Chandler Cobb of Kittery, Me. The plate was cast by the Lewiston Brass Works the cost being assumed by 26 CSRR and 470 Club members.

TROLLEY OPERATIONS at CERA's Warehouse Point, a few miles northeast of Hartford, Conn., will continue rolling along daily up to and including Sun. Sept. 11. Then week-end and holiday running until the end of the year, except for Dec. 24-25, when the line closes for Christmas.

The Conn. Electric Railway Assn., a non-profit, historical, and educational corporation, publishes an interesting organ, *CERA News.* It's sent free to all members of Conn. Valley-NRHS and CERA. Subscriptions to others, $5 a year. Editor is Donald G. Snelgrove, P.O. Box 436, Warehouse Pt., Conn. 06088. For further info on CERA, drop Don a note.

CARL WASWO, 2484 Beltagh Ave., Bellmore, N.Y. 11710, a Long Island railfan and historian, writes: "What would you give to see a 65-year-old, open-ended observation car restored to its original splendor? That question is being asked by the Wantagh Preservation Society, present owners of the old LIRR business car *Jamaica.* Donated to the Society in '72 by the LIRR, it was moved to Wantagh, N.Y., and now rests on tracks in front of the old Wantagh station, which the Society also is restoring.

Toward the end of its active service, the *Jamaica* was one of the last open-ended observation cars in regular service in the country, seeing service on the *Cannonball,* the *East Ender,* and other LIRR name trains. Sophia Loren, Dorothy Kilgallen, and Marilyn Monroe were just a few of its famous passengers. It was also featured in a *Railroad Magazine* article (Feb. '63) showing a photo of Freeman Hubbard standing on the rear platform.

The Society needs help in realizing its goal of $60,000, the estimated amount needed to complete the restoration. All donations will be acknowledged. Donors of $5 or more will receive a photograph of the *Jamaica* standing before the depot. The Society is chartered by the New York State Board of Regents as a non-profit, educational corporation, so all donations are tax-deductible. That's the Wantagh Preservation Society, Jamaica Fund, Box 132, Wantagh, N.Y. 11793.

Howard F. Greene, president, Railway & Locomotive Historical Society, addresses gathering at recent ceremony at old Cape Cod Gray Gables depot.
Cape Cod Independent, Buzzards Bay, Mass.

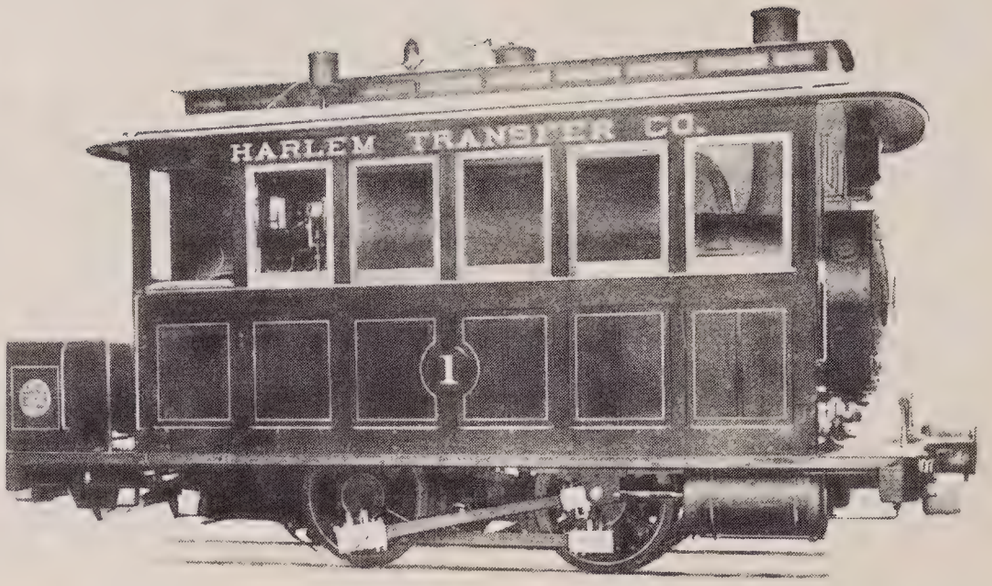
LAST YEAR one of the West Coast's fine railfan groups, Pacific Railroad Society, observed its 40th birthday in a fitting ceremony in southern Calif. Now, Tom Nelson of PRS, has put together a pictorial book of 72 pages called *Pacific Railroad Society, Fortieth Anniversary, Compendium, and 1962-'75 Railroad Chronology.* It's a long name covering many years of railfanning, summaries of memorable excursions, and diagrams of their cars. It costs $3.50 for members, $4.50 postpaid for non-members. When you write Tom, ask him for particulars about PRS. His address is Box 8726, San Marino, Calif. 91108.

Before ex-Southern 4501 takes out a railfan excursion, such as Tenn. Valley RR Museum fall foliage in October, she's given top inspection.

WILBUR V. ST. PETER, ed. of Iowa-NRHS newsletter, *The Switch Lamp,* says that *A History of the Place Names Connected with the Chicago & North Western and the Chicago, St. Paul, Minneapolis & Omaha Ry.s, Including States, Counties, Towns, Villages, and Stations* is the jawbreaking title of a book published by the C&NW in 1908. The book was compiled by a veteran railway officer who preferred to remain anonymous. He used various sources for his work, including many men who were present when the towns came into being along the rail lines. Requests for origins of names of cities or towns along the C&NW can be had with a SSE to Public Relations Dept., Chicago & North Western Ry., 400 W. Madison, Room 620, Chicago, Ill. 60606.

BOOKS of the RAILS

by Gorton T.H. Wilbur



You won't see any of these 19th century "dummies" today in New York City.

THE DELAWARE, LACKAWANNA & WESTERN R.R. IN THE 19th CENTURY, by Thomas Townsend Taber, 407 pages, 8½x11", hardbound, photos, rosters, maps, timetables, etc., published by Thomas T. Taber III, $25. (Available from Railroad Magazine Book Service.)

No man could have put more labor of love into a railroad book without seeing it published than this author, who was a historian, railfan, prominent New Jersey citizen, and personal friend. To have seen this first great volume in print would be a proud hour for him. I hope Tom's intended second volume, covering the post-1900 era, also will see light of day.

The Lackawanna that Tom and you and I knew was not a rail giant in mileage; it extended only from the Hudson River to Lake Erie's eastern shore. Its original purpose as an entity was not for plush varnish or fast freight; it was created mainly to haul to market anthracite coal out of the mining region in the Lackawanna and Wyoming valleys of eastern Pennsylvania. But in later days it was a rail giant for those of us who knew it, worked for it, or rode its trains. For a great many people there never was another railroad like it.

This volume covers most of the first half of the DL&W's life up to the end of an era, the close of the 19th century. As all railfans know—and most certainly Tom did—its operation is very different in the 20th century. The DL&W was founded in 1853 by the merger of two predecessor roads. Its end came with the Erie merger in 1960. Tom's book includes the history of each of the railroads which, during the last century, became part of the Lackawanna family of railroads. Also included is a description and history of the locomotives and their disposition in the reorganization of the motive power department in 1899. The ferry system, too, comes in for good treatment. The photographs on glossy paper are outstanding.

This volume is dedicated to three generations of the Graham family whose lives were largely devoted to the DL&W in the 19th century, but it is a mystery to me why the book wasn't co-dedicated to include Thomas Townsend Taber himself, with a portrait of him. That would have been very appropriate.

The prologue reads in part: "The aim of this work is not only to tell of the history and growth of a 'family' of railroads which were forged into one strong, compact unit, but to outline many of the important parts, activities, and kinds of traffic rarely seen or known by the traveling public. In an age when people have become social security numbers and have been subordinated to computers; when loyalty, integrity, and ethics are no longer respected and revered; and when there is no pride doing a good job, there can never be another Lackawanna Railroad. Let's relive, for a little while, what we had and lost."

View of the Lackawanna's Scranton yards in the days of diamond-stacks.

TRAINS OF NORTHERN NEW ENGLAND, by John Krause with Fred Bailey, 96 pages, 8¼x11", softbound, captioned photos, map, Quadrant Press, Inc., $7.50. (Available from Railroad Magazine Book Service.)

The cover shot in color of a leased Grand Trunk Western 4-8-2 hauling a Central Vermont passenger train over Georges bridge across the Lamoille River sets the pace for this excellent booklet of latter-day steam, with some early diesels, on four northern New England roads: CV, Rutland, Maine Central, and Boston & Maine. The

City of Scranton in 1883, showing important shops and yards of the Lackawanna Railroad.

All three photos from Thomas T. Taber's posthumous book on the DL&W

photo artistry of John Krause is quite apparent in his treatment of some of my favorite locales, especially around White River Jct., Vt., one of the most interesting areas anywhere during its golden days of steam just after WW1.

Of the four lines, only the Rutland has disappeared; but it still lives here in smoke and steam on varnish and freight from Bellows Falls to Rutland and Bennington. The CV's Ten-wheelers, Moguls, and early 2-8-0's had been long gone when these pix were taken, but their later 400s and the 500s, 600s, and 700s are right on front stage. MEC had some of the most rugged grades for any steam engine to climb, and some of the most scenic rights-of-way in all New England. Bob Collins brings out this contrast in a multi-loco freight train storming up through Crawford Notch in New Hampshire, and 369 lazily poking along the Beecher Falls branch with an old wooden combine drifting through Carroll, N.H., in 1950. B&M's North Station still had a lot of steam in the late 1940s and early '50s. The high-wheeled Moguls and Pacifics highballing commuter trains north will long be remembered. And who will forget those 2900s and 4000s pounding along on the run from Boston to Mechanicsville, N.Y.? I enjoyed this book. It should find a home in every New England railfan's library.

THE RAILROADIANA COLLECTOR'S PRICE GUIDE, by Stanley L. Baker, 129 pages, 5½x8″, softbound, photos, rail collectibles listing, price guides, etc., Hawthorne Books, Inc., $4.95. (Available from Railroad Magazine Book Service.)

Stan Baker, mindful of the vast amount of buying and selling railroadiana collectibles today, feels that a price guide in this field is quite important. We agree. He compiled this guide in an attempt to provide helpful information on railroadiana available and on their individual values. Prices were arrived at by studying what is being charged at antique shows, shops, auctions, ads found in the antique trade journals, etc. Everything from A to Z is listed and priced. All prices are retail and reflect current (1977) prices. Dealers buying for resale pay less, depending upon their markup. Stan says to bear in mind that this book is to be used as a guide in pricing—it is not a price list or a final authority. He issues a warning in railroadiana collecting—beware of reproductions.

GOODBYE, GARCIA, ADIOS, by Don Dedera and Bob Robles, 131 pages, 7¼x10½″, hardbound, photos, text, Northland Press, $9.50. (Available from Railroad Magazine Book Service.)

A Mexican-railroad engineer, Jesus Garcia, had two decisions to make on the gray, somber day of Nov. 7, 1907, when his dynamite-laden train caught fire in the center of the copper mining town of Nacozari, south of Douglas, Arizona: save his own life or save the lives of his townspeople. He didn't hesitate. He ordered his crew to jump for safety. Then, in a race against time, he drove his narrow-gage train through town, up a steep grade and behind a mountain just before, with an earth-trembling roar, the dynamite exploded, killing Garcia and a few nearby people but the 6,000 citizens of the Mexican village were unharmed.

This unique book carries a bilingual format with English on one page, Spanish on the other. It makes for interesting reading with the text more like a Hollywood or TV thriller. It includes town and train photos, sketch of the village with rails entering and leaving, and scenes of the blast itself. Rosters and racing Pacifics it hasn't, but it is a fast-paced book by two veteran Southwestern area writers.

Periodicals and Journals

RAILROAD HISTORY, No. 136 (Spring, 1977) edited by John H. White, Jr., 156 pages, 6x9″, softbound, photos, rosters, maps, book reviews, published by The Railway & Locomotive Historical Society, Harvard Business School, Room 133, Kresge Hall, Boston, Mass. 02168. This outstanding glossy-paper publication is issued free to all R&LHS members; non-members pay $5. Annual membership costs $7.50, contributing $12.50, life $100.

This is the long-awaited Milwaukee Road edition, and it's excellent. Arnold Joseph, secretary of the N.Y. Chapter, sets the stage with a color cover reproduction of a bi-polar hauling a CMSTP&P passenger in a mountain scene. And "The Singular Milwaukee—A Profile," by Wm. H. Schmidt, Jr., an ex-magazine editor, formerly with the B&O and currently with the Federal

Railroad Administration, is a good condensed corporate history. W.D. Edson's "Predecessor Lines of the Milwaukee Road," all-time steam, diesel, and electric rosters, and an index by locomotive number leave no questions unanswered on what type of power was used and when. Bill, as assistant editor of *Railroad History*, formerly worked with NYC and Amtrak and is now in charge of the FHA intermodal program.

Railroad History is indebted to Jim Harper and Jerrold F. Hilton of Wisconsin-NRHS for making possible the use of the roster based on material used in Jerrold's chapter organ *Sparks and Cinders*. The early installments were prepared by Jon Nordahl, assisted by Gerry Best, Carol Solheim, and Doug Cummings. Don Dover's fine hand produced the diesel roster. Excellent pix were supplied by R&LHS curator Bill Waite and Henry E. Bender, Jr. The Fall '77 *Railroad History* will include articles on the Roanoke Shops, Erasmus Gest, and Kimball Car Works, among other fine articles.

THE LENSMEN, Vol. 6, No. 1, Aug. '77, edited by John R. Taibi, an *Interesting Railfan*, 14 pages, softbound, 8½x11", glossy paper with good photos, Box 300, West Brentwood, N.Y. 11717. Published quarterly for $1, annually, $4, Canada $4.75, overseas $5.50. Sample copies and back issues $1 each. You might be reading this during a heat wave, so John's front cover shows NYC train 407, the *Missourian*, under gray wintry skies leaving Cleveland Union Terminal in Dec. '54, hauled by an FM Erie-built and trailed by a FM CPA-24-5. Herb Harwood, Jr., took the photo. A fast-disappearing part of railroading, the double-arm semaphore, is another interesting photo by Robert C. Hill, with a Burlington Northern all-EMD lashup freight blasting upgrade near Pinnacle Mt. over ex-GN tracks in Flathead National Forest in Montana. Bob captured this scene by using a Nikon F 105mm lens and Ilford Pan-F film. John Taibi didn't let the steam fans down, with Herb Harwood's two good B&O smoky freight scenes in Ohio in the mid-1950s.

CANADIAN RAIL, Canadian Railroad Historical Assn., is a good, glossy-paper railfan monthly edited by P. Murphy, successor to Sanborn S. Worthen, P.O. Box 22, Station B, Montreal, Que., Canada H3B3J5. Regular CRHA membership gives you 12 free issues covering steam, diesel and electric operations, historic and current, with an occasional steamship article.

WESTERN RAILROADER AND WESTERN RAILFAN, Francis A. Guido, editor-publisher, P.O. Box 668, San Mateo, Calif. 94401, twelve glossy-page interesting Pacific Coast editions per year, $3. Fran, and Interesting Railfan, and member of various rail historical groups, knows first-hand what's news on the West Coast.

RAILWAY MAGAZINE, edited by John Slater, issued monthly $5.50 in United Kingdom, $18.20, or $7 overseas, published by IPC Transport Press Ltd., Dorset House, Stamford St., London, England SE1 9LU. This is the British railfan's journal with very good pix, some in color, on glossy paper. Much of this material should interest railfans everywhere.

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The books are available only by mail through Railroad Magazine Book Service, 420 Lexington Ave., New York, N.Y. 10017.

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SWITCH LIST

All ads in this section cost 35¢ a word (minimum 25 words, no maximum), including abbreviations, names, initials, numbers, cities, states, or provinces. Zip codes free. SSE means "enclose self-addressed stamped envelope." Send check or money order with each entry to Bill Balgley, advertising manager, Railroad Magazine, 420 Lexington Ave., New York, N.Y. 10017. Total remittance must accompany order. Deadline for ads: 15th of third month preceding month of issue. (Example: Oct. issue closed July 15.)

FOR SALE: Historical Railroad Lanterns book, $6 postpaid. Order from author, A.S. Burkhalter, P.O. Box 41, Winchester, Tenn. 37398.

ROGER ARCARA, 1525 Leland Ave., Bronx, N.Y. 10460, sells reconditioned folding roll-film cameras, sizes 120-620 and 116-616; also reconditioned movie cameras for 16mm and regular 8mm film. Details for 13¢ stamp.

OLD STATE, RAILROAD & COUNTY MAPS. 70-110 years old. All states. 13¢ stamp for catalog.—Northern Map Co., Dept. RR, Eagle River, Wisc. 54521.

WANTED: Timetables, lanterns, keys, cap badges, china, other items of railroad interest, one or a collection.—Jim Prokes, 7850 S. Kenneth, #10, Chicago, Ill. 60652.

TIMETABLES FOR SALE: New lists quarterly, send SSE for latest list. Paying maximum prices for your collections, one or a thousand,—Carl Loucks, 199 Wayland St., Hamden, Conn. 06518.

EUREKA SPRINGS RAILROAD and Missouri & Arkansas RR. Museum. Newsletter $1. Information packet on organization $5 (refundable).—2421 N. Ramsey, Springfield, Mo. 65803.

SEND LONG SSE for listing of over 60 railroad lanterns. Also switch keys, locks, and signs.—Kenneth Palmer, 128 Front St., Port Jervis, N.Y. 12771.

RAILROAD STOCK CERTIFICATES! Catalog plus beautiful railroad stock certificate; $2. Also eager to buy all stock certificates and bonds! —Ken Prag, Box 531R, Burlingame, Calif. 94010.

1977 COLOR SLIDE CATALOG: over 5,500 different diesel, electric, and some steam locomotives from across North America, representing 380 Class I, shortline and industrial roads. Catalog includes model, road number, and paint scheme of each unit. Over 300 different models included. Send $2 for catalog and sample to Porreca, Box 22, Boulder, Colo. 80306.

BUYING RAILROAD COLLECTIONS and single items. I will buy timetables, brochures, folders, switch keys, passes, guides, cap badges, booklets, posters, books, dining-car items, lanterns, wax-sealers, calendars, signs, miscellaneous items. Single items and small accumulations purchased by mail. Collections picked up anywhere in the country. Write to Fred Arone, 377 Ashford, Dobbs Ferry, N.Y. 10522.

RAILFAN LOCATIONS, branch lines, diesel rosters, news, photos, and maps in *Midwestern Rails,* 12 issues only $7.50—White Publishing 208-L, N. Stewart St., Geneseo, Ill. 61254.

MICHAEL EAGLESON, 37 Edgemere Ave., Mt. Arlington, N.J. 07856 sells 3-foot 2-8-2 cutaway rendering, $1.95 ppd.; also set of 10 new steam/diesel postcards, $1.75 ppd.

FOR SALE: fantastic timetable grab-bags, $10 bargain. Clear plastic timetable slip covers, $7.50 per 100. Wanted: all timetable collections, any size, top $ paid.—Tom Coval, 21 E. Robin Rd., Holland, Pa. 18966.

BIG LIST: DINING-CAR CHINA, glasses, silver, cloth. Railroad, Pullman items. Stationery, timetables, menus. Display, eat from dining-car dishes. Send long SSE to James McClellan, 1752 S. Wichita, Wichita, Kan. 67213. Will buy railroad souvenirs, glass, metal, paper, cloth from Pullmans, dining cars, lounge cars, freights, etc. Small to large amounts, good prices paid.

TRAIN BUTTONS (PINBACKS). Most unusual kinds! Many roads, emblems, scenes, etc., $1.25 each, 7 for $6, 10 for $8. Available also as necklace, key chain or mirror, $1.50 each. Your own photo instead, $1.50. Order today!—Boyar, Box 508R, Bound Brook, N.J. 08805.

CHICAGO & NORTH WESTERN RR. system memorabilia wanted, 1836-1977.—Alden Miller, 3212 34th Ave. South, Minneapolis, Minn. 55406.

RAIL CARDS: Our new line of high-quality, full-color postcards is always growing. Send for our catalog and price list. Dealers' inquiries invited. Rail Card, P.O. Box 801, Manhattan, Kan. 66502.

FOR SALE: A new book, *Detroit, Its Trolleys and Interurbans,* 48 pages, with photos and maps, $2.75.—Michigan Transit Museum, P.O. Box 12, Fraser, Mich. 48026.

PAUL GARDE, 35-SLIDES CO., Box 6098, Colorado Springs, Colo. 80934, retired except to sell remaining railroad and trolley collections (no Western), books, magazines, lab set-up. Large SSE for info; state wants.

ELMER TRELOAR's complete collection, negatives and prints, mostly steam, 1847-1975, United States, Canada, Central America, Europe. SSE for details.—Mrs. Elmer Treloar, P.O. Box 03491, Highland Park, Mich. 48203.

TEE-SHIRT DECALS. Your favorite photograph blown up into a full color iron-on decal. Send $3.95 and photo to Loving Decals, Box 24480, Richmond, Va. 23224.

FOR SALE ON APPROVAL: clear 616 negatives of locomotives, cabooses, and trolleys snapped in the 1950s in the Pittsburgh district and W. Va. Also a few trolley slides. SSE.—C.J. Dengler, Apt. 301, Eight Allegheny Center, Pittsburgh, Pa. 15212.

BLACK & WHITE NEGATIVES for sale. Many first-generation diesels of Class I roads. List $2. Shortlines $1. Industrials 50¢. Roads abandoned or merged $2. Send large SSE.—Charles Conniff, P.O. Box 9686, Jackson, Miss. 39206.

FOR SALE: New railroad books, all at discounts. Most major publishers. Current editions. SSE for list.—Railroad Equipment, Dept. RRM, Box 251, Hollister, Calif. 95023.

FOR SALE: Central Railroad of New Jersey train-order forms. Supply limited. 50 for $3.—James Emley, 907 Clayton Ave., Pt. Pleasant, N.J. 08742.

CANADA: The Upper Canada Railway Society, publishers of *Rail and Transit* magazine and other topical railfan publications, invites membership for the 1978 calendar year. Special Offer: if you join now, sixteen-month membership (including 8 issues of R&T) $16.00. After January 1978, $13.00 (6 issues). Membership also includes monthly newsletter and priority fantrip information. Send inquiries to UCRS Membership Secretary, Dept. P, Box 122, Terminal "A," Toronto, Ont. Canada, M5W 1A2.

HAVE COLLECTION OF SWITCH KEYS numbering over 300 different marks to offer at mail bid auction. Closing date on list which costs $1.—Wayne Reedy, 1228 Congress, R3 Box 112, Middletown, Ind. 47356.

GRAPE BELT ROUTE, Buffalo & Lake Erie Traction of 93 miles through the vineyards to Dunkirk and Erie. Map of Dunkirk-Fredonia, six of Erie, of all sidings and of same on NW Penn Tr. to Meadville. Diagrams of both roads and 2-page roster of B&E plus Erie city lines. Map of interchange Westfield-Jamestown-Westfield & NW, Chautauqua Traction Co. and Buffalo & Erie. Edinboro Route to Meadville and Linesville. More photos, etc., 224 pages, 430 illustrations.—8½x11, $9.50.—Bill Gordon, 232 Beresford Rd., Rochester, N.Y. 14610. ●

Coming Events

(No charge for listing here)

STEAM passenger train, ex-Reading 2101, on Chessie System for B&O's 150th birthday on summer trips from points in W. Va. and Va. Maryland fall foliage trips. Open-window coaches, air-cond. cars, first-class accommodations, snack-concession-baggage car. Photo run-bys. Write Chessie Steam Train, 2 N. Charles St., Baltimore, Md. 21201.

Summer and fall reserve-seat steam trips; guided roundhouse tour, vintage Western equipment. Info from Sierra Railroad, Drawer 515, Jamestown, Calif. 95327, or call 415 398-3178.

Black River & Western steam trains, Ringoes to Flemington, N.J., roundtrip, Sats., Suns., holidays until Dec. Some trips Tuesday thru Friday, Aug. only. Info from BR&W R.R., P.O. Box 83, Ringoes, N.J.

Valley Railroad steam trains, Essex to Chester, Conn., week-ends thru Oct., daily to Labor Day. Take Conn. I-95 to exit 69, then Rte. 9 to Exit 3. Contact Valley RR., Essex, Conn.

Wilmington & Western steam train Sat. & Sun. all summer from Greenbank station near junction of Del. Rtes. 2, 41. Lv. 12:30, 2, 3:30 p.m. Adults $2.50, kids 3-12 $1.50. Send SSE for brochure to Henry Dickinson, Jr., 109 W. Ashland Ave., Glenolden, Pa. 19036.

Little River R.R. steam train, Pleasant Lake to Angola, Ind., week-ends, holidays, all summer behind Pacific 110. Lv. Pleasant Lake 1:30, 3:30; Angola 2:30 p.m. Adults $3, kids $1.50. Query Charles Willer, P.O. Box 178, Angola, Ind. 46703.

Steam excursions out of Toronto behind CN's "Bullet-Nosed Betty" No. 6060 each Sat. until Sept. 24. Lv. Toronto 10 a.m. for Niagara Falls, Ont., roundtrip, with side trip at Niagara Falls, return 6:35 p.m. Adults $15, kids $7.50. Reservations necessary.

Crab Orchard & Egyptian steam trains, Tues. thru Sun., 1:01, 3:33 p.m. until Sept. 5. Then Sept. 6 thru Dec. 4, week-ends only, 1:01 p.m. Adults $3, kids $2. Details from CO&E, 514 N. Market St., Marion, Ill. 62959. Just off I-57 and Ill. Rtes. 13 & 37.

Golden Age of Railroading Exhibit, 11 a.m.-5 p.m. daily thru Sept. Same hours week-ends Oct.-May, featuring 1929 Alco 2-8-2T, ex-Coos Bay Lumber Co. 11, and 1926 private Pullman business car *Victoria,* on Harbor Drive (near Broadway) in downtown San Diego. Admission free. Info from Pacific Southwest Ry. Assn., P.O. Box 12096, San Diego, Calif. 92112.

Aug. 20-21: ex-T&P 610 Alexandria to Monroe, Va., round trip both days sponsored by Washington, D.C., and Potomac-NRHS. One address is P.O. Box 487 (Ben Franklin Sta.), Washington, D.C. 20044. Get Potomac info from Stephen Salamon, 12411 Eastbourne Dr., Silver Spring, Md. 20904.

Aug. 25-27: United Transportation Union Region 4 meeting at Center Inn, Kalamazoo, Mich., Sept. 8-10; Reg. 8, Denver Hilton, Denver, Colo., Sept. 22-24; Reg. 7, Hilton in Omaha, Neb., Oct. 5-7; Reg. 10, East Moncton, N.B., Canada.

Aug. 27-28: Casco Bay Limited, Boston, Mass., to Portland, Me., events at Boothbay Ry.

Museum, Seashore Trolley Museum, Casco Bay cruise, MEC yard tour, private railroadiana auction. Mystic Valley Ry. Society, P.O. Box 32, Mattapan, Mass. 02126.

Aug. 28: Lv. Los Angeles 9:30 p.m. in through Pullman for NRHS convention, Roanoke, Va. LA-Atlanta via *Sunset Limited/Southern Crescent,* then to Roanoke on steam-powered Convention Special. Package incl. railfare, hotel in Roanoke, all convention activities, optional rail or air return. Trax Travel, 1506 W. Grand Ave., Pomona, Calif. 91766.

Aug. 31-Sept. 5: annual NRHS convention, Roanoke. All-day steam and branch-line diesel trips, tours of N&W shops. Banquet address by John P. Fenwick, president, N&W Ry. Details from local chapters, or contact Roanoke Chapter, P.O. Box 13222, Roanoke, Va. 24032.

Sept. 2-5: Amtrak train from Denver for Midwest Old Settlers & Thrashers annual reunion, Mt. Pleasant, Iowa, return Labor Day. Write James R. Trowbridge, Rocky Mt. Railroad Club, 502 S. Cody St., Lakewood, Colo. 80226.

Sept. 10 & 11: French Cannonball, behind ex-T&P 610, Hendersonville, N.C., to Bull's Gap, Tenn., and return. 20-car train includes cars *Man-O-War, Queen & Crescent Club, Missionary Ridge,* and *Lookout Mountain.* No smoking cars. Contact Cannonball Rail Excursions, P.O. Box 2066, Augusta, Ga. 30903.

Sept. 10, Oct. 15: Trolley-car lecture series on history, operations, technology, humor of electric traction, $1.50 admission, begins 1 p.m. Branford Trolley Museum, East Haven, Conn.

Sept. 15-18: 719th Ry. Operations Battalion annual reunion Sahara, Las Vegas, Nev. Write R.E. Runsteen, 12620 W. Dodge Rd., Omaha, Neb. 68154.

Sept. 24: ex-Southern 4501, Charleston to Columbia and return, sponsored by Charleston-NRHS, P.O. Box 12331, Charleston, S.C. 29412.

Sept. 24-25: Bluegrass RR. Club sponsoring 550-mile two-day round trip over entire length of Clinchfield, high trestles, deep gorges, 108 tunnels, thru 5 states behind steamer One-Spot and F units, meals enroute, motel rooms, meals at Spartanburg, S.C. Write Carl E. Adkins, BRRC, 1821 Gettysburg Rd., Lexington, Ky. 40504.

Sept. 24 & 25: World of Trains, sponsored by Toy Train Operating Society, N.Y. Transportation Museum, Riverton, south of Rochester, N.Y. Exhibits of scale, tinplate, toy trains, live-steam operations, movies. 50¢ age 16 and up, kids 25¢. Ample area motel space. Contact Craig McMillan, 2610 East St., Canandaigua, N.Y. 14424.

Sept. 29-Oct. 21: Eastern Europe Rail and Cruise Adventure. Visit places of interest in Balkan countries, incl. Greece; cruise on Aegean Sea. Contact James Weinberger, tour director, R&LHS, 2539 Hopkins Ave., Redwood City, Calif.

Sept. 30-Oct. 2: Rail Passenger Conference & Public Transport Congress, Algonquin College, Ottawa, Ont. Write Transport 2000, CP/Box 300, Terminal A, Ottawa, Ont. K1N 8V3.

Oct. 1: 470 Railroad Club Gorham Gallivant to Gorham, N.H., two Grand Trunk diesel units, air-conditioned cars. Lv. Portland, Me., 8 a.m.; return about 5:30 p.m. Adults $22.50, kids, $16.50. Gorham Luncheon, adults $3.50, kids $2. Contact Kilten Andrew, 11 Smith St., Yarmouth, Me. 04096. Oct. 2: 17th annual 470 RR Club, 300-mile Fall Foliage roundtrip, Portland to Island Pond, Vt., 3-unit GT diesels hauling air-cond. coaches with dutch door vestibules, open-door bag. car, snack bar, photo runbys. See picturesque covered bridge and historic church at Stark, N.H. Adults $29, kids $19. Write Ron Johnson, P.O. Box 2468, South Portland, Me. 04106.

Oct. 1 & 2, Nov. 5 & 6: Virginia steam railfan special behind 4-6-2 No. 1286 over ex-C&O Hot Springs subdiv. trackage on mixed train from Intervale depot with diner, heavyweight coaches, private car *Blackhawk.* Meet with work train, inspect 2-8-0 No. 606 being reconditioned, hack ride, engine cab, motor cars. Dinner, show, accommodations available. Amtrak connections made. Fare $29.95. Details from Alleghany Central Scenic R.R., Rte. 5, P.O. Box 132, Covington, Va. 24426.

Oct. 1: Ex-T&P 610, Birmingham to York, Ala., roundtrip, sponsored by Heart of Dixie-NRHS, P.O. Box 254, Birmingham, Ala. 35201.

Oct. 2: Mini-convention Part 9 sponsored by Harlem Valley Div., RRE. Operating layouts, manufacturers displays, model rr. clubs, movies, white elephant sale, door prizes. Adults 75¢, kids under 12 35¢, at Chatham Middle School gym, Library Pl., Chatham. Write F.W. Freidel, 81 Center St., Chatham, N.Y. 12037.

Oct. 8: D&H Fall Foliage Trip. Lv. Colonia Yard (near Albany) for Tunnel, N.Y., about 300-mile roundtrip behind PA units. All seats $29. Capacity limited. Flyer and info, send SSE to Clarence Langley, Jr., trip chairman, Mohawk & Hudson-NRHS, P.O. Box 523, Schenectady, N.Y. 12301.

Oct. 8 & 9: Atlanta to Toccoa, Ga., roundtrip behind 610 sponsored by Atlanta-NRHS, P.O. Box 13132, Atlanta, Ga. 30324.

Oct. 14-16: annual Midrail '77 meeting hosted by St. Louis-NRHS and St. Louis-RRE. Trips, speaker, banquet. Write M. Fred Lyon, St. Louis-NRHS, 1750 Round Robin Ct., Creve Coeur, Mo. 63141, or Dr. Harry Wittler, St. Louis-RRE, 1919 Karlin Dr., Town and Country, Mo. 63131.

Oct. 15 & 16: 22 & 23: Autumn Leaf Special, sponsored by Tenn. Valley RR Museum with 4501. Lv. Chattanooga 8 a.m. for Crossville, Tenn., roundtrip, return about 8 p.m., both week-ends. Mountain scenery, air-cond. coaches, open observation cars, commissary and dining car, photo stop. No alcoholic drinks requested. Chattanooga, Crossville hotel, motel reservations made. Adults $21.95, kids $15.95, under 5 free. Contact TVRM, Box 5263, Chattanooga, Tenn. 37406.

Oct. 15-16: Hudson River Fall Foliage cruise aboard MV Martha's Vineyard. Lv. NYC, 9 a.m., Yonkers, 10:30 a.m., West Point, 1 p.m., arrive Albany about 7 p.m.; sailing Albany next day 8 a.m. Food aboard ship. Bill Ewen, Steamship Historical Society of America president, and Don Ringwald, ex-society prexy, both Hudson River experts as narrators. Ticket and hotel info from N.E. Steamship Co. of Mass., 51 South St., Berlin, Mass. 01503.

Oct. 16: Pottstown-NRHS trip over WK&S, $2. Contact Robert Toll, 808 James St., Sinking Springs, Pa. 19608. ●

Pen Pals Wanted

(No charge for listing here)

Jim Bradley (age 34), W. 239 Spokane Falls Blvd., Spokane, Wash., Single, ex-loco engr. will write to single girls interested in railroads. *(Ed. asks,* zip code?)

Christophe Guety (age 15), 31 Rue d'Estuenne, d'Ovres, 3700 Tours, France, son of French Ry. head clerk, interested in sports, nature study, pop music, reads and writes English.

David L. Coales (age 17), 9/15 Denbigh Rd., Armadale 3143, Victoria, Australia, student, will write to anyone who likes railways, photography, tourist bicycling, or historical cultures of various countries.

Steven Zickar (age 18), Box 246, DePue, Ill. 61322, swaps CRI&P loco pix.

Mlle. Marie Laure Chevalier, (age 14), 48 Residence Champoulin, St. Genis les ollieres, 69290, Craponne, Pres de Lyon, France, daughter of French Ry. freight traffic clerk, interested in swimming, table tennis, pop music, will correspond in English with daughter of British Rail employee.

Dave Giddins, 9 Edwards Rd., Chester, England, CH4 8HW, young railfan, wants to hear from North American railfans.

Ellis Acker, 615 W. 40th St., Anniston, Ala. 36201, NRHS member, will correspond with Southern Ry. *(Ed. note:* we can't read the rest of your entry.)

Miss Kathy Filbeck, 9230 N. Highway 99, Stockton, Calif., wants to hear from anyone who knew her father: William ("Boomer") C. Filbeck, born in 1907 at Tanneyville, Mo.; lived for a while in Kans. and Colo.; then was WP engr. for 32 years, died in Stockton in 1975.

Jean-Claude Chazette, 43 Route des Moulins la Verne, 03100 Montlucon, France, son of French loco driver, interested in football, music, films, reads and writes English. ●

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